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DOT HS-802 474

**CAUSATIVE FACTORS AND
COUNTERMEASURES FOR RURAL AND
SUBURBAN PEDESTRIAN ACCIDENTS
Accident Data Collection and
Analysis--Appendices**

Contract No. DOT-HS-355-3-718

JUNE 1977

Final Report



PREPARED FOR:

**U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590**

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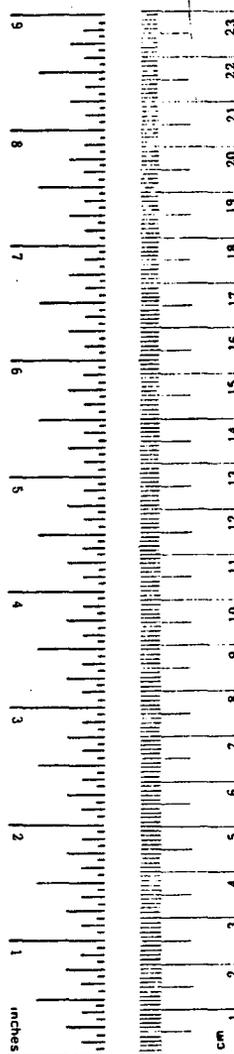
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| 15. Supplementary Notes | | | | | |
| 16. Abstract The objectives of this study were to collect and analyze data on rural pedestrian accidents and to identify potential countermeasures. Data on a stratified random sample of over 1,500 rural and suburban accidents from six states was collected during interviews and on-site observations. These data included behavioral sequence items, site characteristics items and exposure data items directed at identifying the precipitating and predisposing causal factors in each accident. The data analysis emphasized the development of characteristic accident situations or "accident types" from groups of behaviorally similar accidents. Although twenty-three accident types were identified, the six most frequently encountered types accounted for over 60% of the sample. Countermeasures intended to apply to each accident type are discussed. | | | | | |
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METRIC CONVERSION FACTORS

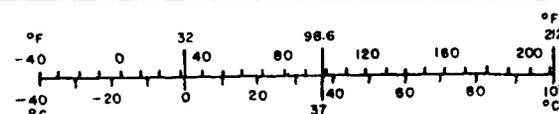
Approximate Conversions to Metric Measures

| Symbol | When You Know | Multiply by | To Find | Symbol |
|----------------------------|-------------------------|----------------------------|---------------------|-----------------|
| LENGTH | | | | |
| in | inches | 2.5 | centimeters | cm |
| ft | feet | 30 | centimeters | cm |
| yd | yards | 0.9 | meters | m |
| mi | miles | 1.6 | kilometers | km |
| AREA | | | | |
| in ² | square inches | 6.5 | square centimeters | cm ² |
| ft ² | square feet | 0.09 | square meters | m ² |
| yd ² | square yards | 0.8 | square meters | m ² |
| mi ² | square miles | 2.6 | square kilometers | km ² |
| | acres | 0.4 | hectares | ha |
| MASS (weight) | | | | |
| oz | ounces | 28 | grams | g |
| lb | pounds | 0.45 | kilograms | kg |
| | short tons (2000 lb) | 0.9 | tonnes | t |
| VOLUME | | | | |
| tsp | teaspoons | 5 | milliliters | ml |
| Tbsp | tablespoons | 15 | milliliters | ml |
| fl oz | fluid ounces | 30 | milliliters | ml |
| c | cups | 0.24 | liters | l |
| pt | pints | 0.47 | liters | l |
| qt | quarts | 0.95 | liters | l |
| gal | gallons | 3.8 | liters | l |
| ft ³ | cubic feet | 0.03 | cubic meters | m ³ |
| yd ³ | cubic yards | 0.76 | cubic meters | m ³ |
| TEMPERATURE (exact) | | | | |
| °F | Fahrenheit temperature | 5/9 (after subtracting 32) | Celsius temperature | °C |



Approximate Conversions from Metric Measures

| Symbol | When You Know | Multiply by | To Find | Symbol |
|----------------------------|-----------------------------------|-------------------|------------------------|-----------------|
| LENGTH | | | | |
| mm | millimeters | 0.04 | inches | in |
| cm | centimeters | 0.4 | inches | in |
| m | meters | 3.3 | feet | ft |
| m | meters | 1.1 | yards | yd |
| km | kilometers | 0.6 | miles | mi |
| AREA | | | | |
| cm ² | square centimeters | 0.16 | square inches | in ² |
| m ² | square meters | 1.2 | square yards | yd ² |
| km ² | square kilometers | 0.4 | square miles | mi ² |
| ha | hectares (10,000 m ²) | 2.5 | acres | |
| MASS (weight) | | | | |
| g | grams | 0.035 | ounces | oz |
| kg | kilograms | 2.2 | pounds | lb |
| t | tonnes (1000 kg) | 1.1 | short tons | |
| VOLUME | | | | |
| ml | milliliters | 0.03 | fluid ounces | fl oz |
| l | liters | 2.1 | pints | pt |
| l | liters | 1.06 | quarts | qt |
| l | liters | 0.26 | gallons | gal |
| m ³ | cubic meters | 35 | cubic feet | ft ³ |
| m ³ | cubic meters | 1.3 | cubic yards | yd ³ |
| TEMPERATURE (exact) | | | | |
| °C | Celsius temperature | 9/5 (then add 32) | Fahrenheit temperature | °F |



1. Use 2.54 (exactly). For other exact conversions and more detailed tables, see GPO Misc. Publ. 286, Units of Weights and Measures, Part 52-25, 50 Catalog No. C13.10-286.

PREFACE

These documents constitute the report covering Phases I and II of Contract DOT-HS-355-3-718. The report is organized to report on the research performed and to serve as a reference document for interested highway safety personnel. There are four basic sections in the first document, as well as an Appendix of supporting information:

- I. EXECUTIVE SUMMARY
- II. METHODOLOGICAL PROCEDURES
- III. RESULTS
- IV. POTENTIAL COUNTERMEASURES

The Appendices are bound as a separate document and include:

- A. DATA COLLECTION FORM
- B. FIELD INVESTIGATOR CODING MANUAL
- C. PRINTOUT DISTRIBUTION OF DATA ITEMS
- D. PEDESTRIAN AND DRIVER PRECIPITATING FACTORS FOR EACH ACCIDENT TYPE
- E. ABBREVIATED ACCIDENT DESCRIPTIONS FOR SELECTED ACCIDENT TYPES
- F. OPERATION FORMS

ACKNOWLEDGMENTS

Many individuals were involved in this project and contributed to its success. Since this study involved such a large scale data collection effort, it involved the cooperation of a number of Government officials, city officials, and even the accident victims who often provided the information that was needed. Hopefully, the contribution of the accident victims will be at least partly repaid by an eventual reduction of the pedestrian accident problem through this and subsequent efforts.

BioTechnology, Inc. would especially like to thank the officers and men in the various state police departments who assisted by providing the accident reports for the sample of pedestrian accidents. The officers in each of the police departments who coordinated our project efforts were:

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Nicholas Tsongos

Federal Highway Administration
F. J. Daniels III

A number of BioTechnology personnel made important contributions to the project; we would especially like to thank each of the local field investigators for their assistance in collecting the accident data. A listing of individuals is contained in Appendix F.

LIST OF APPENDICES

APPENDIX A: DATA COLLECTION FORM

APPENDIX B: FIELD INVESTIGATOR CODING MANUAL

APPENDIX C: DISTRIBUTION OF DATA ITEMS

APPENDIX D: PEDESTRIAN AND DRIVER PRECIPITATING FACTORS

APPENDIX E: ABBREVIATED ACCIDENT DESCRIPTIONS

APPENDIX F: OPERATIONAL FORMS

APPENDIX A - DATA COLLECTION FORM

1

F.I. ACC.NO.

RURAL PEDESTRIAN ACCIDENT STUDY

1. Field Investigator _____

2. Accident Number (Code consecutively, start with 001) _____ 2

3. State: 1 California, 2 Michigan, 3 Missouri, 4 North Carolina, 5 Pennsylvania, 6 Texas. _____ 3

4. County _____ (see list of counties for code) _____ 4

5. Accident Happened on _____ 5

1- At Intersection with _____

2- Not at Intersection _____ Ft./Mi. N, S, E, W, of _____ 6

6. Report Obtained: Month Date Year

7. Accident Occurred: Month Date Year Day Time :

8. Site Visited: Month Date Year Day Time :

Note: Code site visit time as time when counts on pp. 14+15 were made.

Note: Code Day as 1 Sun 2 Mon 3 Tues 4 Wed 5 Thur 6 Fri 7 Sat. Code Military Time

9. Type of Initiation: 1 On scene 2 Follow-up 10. Number of peds injured _____ 22

11. Indicate Date and Place: (complete separate form for each ped)

| | Attempts to Contact | Contacted | Interview Set For | Interview Completed | * |
|---------------|---------------------|-----------|-------------------|---------------------|----|
| Pedestrian | | | | | 23 |
| Driver | | | | | 24 |
| Witness No. 1 | | | | | 25 |
| Witness No. 2 | | | | | 26 |
| Witness No. 3 | | | | | 27 |

* Code from Categories Below:

- Interview Obtained: 1-in person 2-by phone 7 unable to locate, no phone, no phone listed
 Interview Refused: 3-legal reasons 4-personal reasons 5-ped fatality 8 unable to contact-no answer or not at home
 Individual not Contacted: 6 insufficient info on police report 9 other, _____

FOLLOW-UP INFORMATION

PEDESTRIAN: Name _____

Address _____

Phone (home) _____ (work) _____

Hospital Taken To _____

DRIVER: Name _____

Address _____

Phone (home) _____ (work) _____

Hospital Taken To _____

WITNESS NO. 1: Name _____ age _____

Address _____

Phone (home) _____ (work) _____

WITNESS NO. 2: Name _____ age _____

Address _____

Phone (home) _____ (work) _____

WITNESS NO. 3: Name _____ age _____

Address _____

Phone (home) _____ (work) _____



Primary Source: Police Form

Instructions: To be obtained from the Police Accident Report except where indicated by an asterisk. In cases of incomplete or contradictory information, alternative sources may be sought. Attach Police Accident Report to this report.

PEDESTRIAN DRIVER

1. Age: 28 29

2. Sex: 1 Male, 2 Female, 3 Hit and Run, 4 Driverless vehicle 30 31

3. Had Been Drinking: 32 33
 1 No, 2 Not known, 3 Drinking, ability impaired, 4 Drinking, unable to determine impairment

4. Physical Condition: (Complete only if 3 is coded 1 or 2) 34 35
 1 Normal, 2 Ill, 3 Fatigued, 4 Asleep, 5 Unknown, 6 Other impairment, _____

5. Vision Obscured by: Code up to two 36 37

- 1 Rain, snow, fog
- 2 Glare from sun
- 3 Headlight glare
- 4 Windshield obstructed
- 5 Parked vehicle(s)
- 6 Moving vehicle(s)
- 7 Roadside item(s), _____
- 8 Roadway geometry, _____
- 9 Other, _____
- 10 Specifically indicated, vision not obscured

6. Pedestrian Action: (Code most specific appropriate response) 38

| | | |
|---------------------------------------|---------------------------------------|------------------------|
| 01 Crossing at intersection | 06 Walking in roadway with traffic | 11 Standing in roadway |
| 02 Crossing not at intersection | 07 Walking in roadway against traffic | 12 Lying in roadway |
| 03 Coming from behind parked vehicles | 08 Working on vehicle | 13 Not in roadway |
| 04 Getting off or on school bus | 09 Working in roadway | 14 Hitchhiking |
| 05 Getting off or on other vehicle | 10 Playing in roadway | 15 Other, _____ |

7. Vehicle Defect Cited by Investigating Officer: 1 No 2 Yes. Specify 39

8. Vehicle Action: 40

| | | |
|----------------------------------|------------------------------|---------------------------------|
| 01 Going straight ahead | 08 Stopped in traveled lane | 13 Out of control |
| 02 Making right turn | 09 Parked | 14 Weaving (not 12 or 13) |
| 03 Making left turn | 10 Backing | 15 Driving off roadway (not 13) |
| 04 Making U turn | 11 Passing | 19 Other, _____ |
| 05 Slowing or stopping | 12 Changing lanes or merging | |
| 06 Starting in roadway | | |
| 07 Starting from parked position | | |

9. Weather Condition: 41 42

1 Clear, 2 Cloudy, 3 Raining, 4 Snowing, 5 Sleet, 9 Other, _____
 6 Reduced visibility, fog, smoke, dust, specify, _____

10. Road Surface Condition: 43 44

1 Dry, 2 Wet, 3 Snow, 4 Ice, 5 Slush, 9 Other, _____

11. Temperature: 45 46

Code approximate temperature: if 25° - 40° attempt to make more accurate determination.

12. Lighting: 47 48

1 Daylight, 2 Twilight (dawn or dusk), 3 Dark, no lighting, 4 Dark, no road lighting, background light from abutting properties (i.e., bars, gas stations, etc.), 5 Dark, spot road lighting at scene only, 6 Dark, continuous lighting, 7 Dark, V-1 left lighted zone within 500' of site, 8 Dark, V-1 approaching lighted zone within 500' of site, 9 Other, _____

13. Temporary Hazard in Roadway: 49 50

1 Mud, 2 Oil, 3 Other material, _____, 4 Dead animal, 5 Live animal, _____
 6 Disabled vehicle, 7 Other object, _____, 8 Construction Site, 9 Other, _____
 10 None, 11 Stopped vehicle (not 6)

14. DEFINITIONS:

- ROADWAY—The portion of a highway, including shoulders, for vehicular use. A divided highway has two or more roadways.
- TRAVELED WAY—The portion of the roadway for the movement of vehicles, exclusive of shoulders and auxiliary lanes.
- AUXILIARY LANE—The portion of the roadway adjoining the traveled way for parking, speed change, turning, storage for turning, weaving, truck climbing or for other purposes supplementary to through traffic movement.



Source: Participant and Witness Interviews

PARTICIPANT AND WITNESS INTERVIEWS

Instructions: Determine the nature of the pedestrians' and the drivers' activities prior to the accident. Record appropriate responses to the following items in each of two time frames: the "preinvolvement" and the "collision course." Preinvolvement refers to those factors that describe the activities before the accident was imminent. Collision course factors refer to either (1) those activities that took place after the ped or the vehicle made the final change in direction or rate of travel (other than evasive actions) that led to the accident or (2) in cases where no collision course is discernible, the activities that took place after the vehicle had passed the "point of no return," i.e., was closer to the P.O.I. (Point of impact) than the maximum stopping distance for the posted speed (See Item # 3, P.13).

PREINVOLVEMENT AND COLLISION COURSE FACTORS

ACTIVITY:

1. Ped was

| P* | D** | W-1† | W-2†† | F.I.‡ |
|----|-----|------|-------|-------|
| 51 | 63 | | | 75 |
| 52 | 64 | | | 76 |

1. Attempting to cross the roadway alone 3. Not attempting to cross the roadway alone
 2. Attempting to cross the roadway with other peds 4. Not attempting to cross the roadway with other peds

2. Ped was

| P | D | W-1 | W-2 | F.I. |
|----|----|-----|-----|------|
| 53 | 65 | | | 77 |
| 54 | 66 | | | 78 |

1. At work 6. "Flagging down" vehicle
 2. At play 7. Standing, waiting, not moving
 3. Hitchhiking 9. Other, _____
 4. Working on or pushing vehicle
 5. Getting in or out of vehicle

3. Ped was

| P | D | W-1 | W-2 | F.I. |
|----|----|-----|-----|------|
| 55 | 67 | | | 79 |
| 56 | 68 | | | 80 |

1. In route, going somewhere, not any responses below 6. Going to or from vendor, ice cream truck
 2. Going to vehicle 7. Going to or from school bus
 3. Coming from vehicle 8. Going to or from mailbox or newspaper box
 4. Going to school 9. Other, _____
 5. Coming from school

4. Driver was

| P | D | W-1 | W-2 | F.I. |
|----|----|-----|-----|------|
| 57 | 69 | | | 81 |
| 58 | 70 | | | 82 |

1. Proceeding (normal caution) 2. Proceeding (special caution) Note reason for special caution, _____
 3. Proceeding (lack of caution) Note reason for lack of caution, _____

MOVEMENT CHARACTERISTICS

5. Ped was

| P | D | W-1 | W-2 | F.I. |
|----|----|-----|-----|------|
| 59 | 71 | | | 83 |
| 60 | 72 | | | 84 |

1. Walking normally 6. Crawling
 2. Walking slowly 7. Running
 3. Walking rapidly 8. Stumbling or falling
 4. Standing, not moving 9. Other, _____
 5. Lying down

6. Vehicle was

| P | D | W-1 | W-2 | F.I. |
|----|----|-----|-----|------|
| 61 | 73 | | | 85 |
| 62 | 74 | | | 86 |

1. Sustaining speed 5. Stopped
 2. Accelerating 6. Speeding, excessive for conditions
 3. Decelerating 7. Out of control
 4. Parking 8. Erratic weaving
 9. Other, _____

* Pedestrian.
 ** Driver.
 † Witness #1
 †† Witness #2
 ‡ Field Investigator



Source: Participant and Witness Interviews

DIRECTION OF MOVEMENT

1. Ped was going

- 1. Across roadway
- 2. Along roadway with traffic
- 3. Along roadway against traffic
- 4. Diagonally across roadway, towards V-1*

- 5. Diagonally across roadway, away from V-1
- 6. Not moving
- 7. Towards roadway
- 9. Other, _____

Preinvolvement
Collision Course

| P | D | W-1 | W-2 | F.I. |
|----|-----|-----|-----|------|
| 87 | 99 | | | 111 |
| 88 | 100 | | | 112 |

2. Vehicle was (Code 0 if item 6 page 3 is coded 7 or 8)

- 1. Going straight ahead
- 2. Turning right
- 3. Turning left
- 4. Changing lanes
- 5. Negotiating curve

- 6. Passing other vehicles
- 7. Backing up
- 8. Stopped
- 9. Other, _____

Preinvolvement
Collision Course

| P | D | W-1 | W-2 | F.I. |
|----|-----|-----|-----|------|
| 89 | 101 | | | 113 |
| 90 | 102 | | | 114 |

LOCATION

3. Ped was

- 1. On roadway, not in crosswalk
- 2. On roadway, in marked crosswalk
- 3. On roadway, at intersection
- 4. On the roadway shoulder, describe adequacy of shoulder as a walkway, _____

- 5. On the sidewalk
- 6. On the curb or gutter
- 7. In a yard or field
- 8. In a parking lot or private driveway
- 9. Other, _____

Preinvolvement
Collision Course

| P | D | W-1 | W-2 | F.I. |
|----|-----|-----|-----|------|
| 91 | 103 | | | 115 |
| 92 | 104 | | | 116 |

4. Vehicle was

- 1. On the right side of the roadway
- 2. On the left side of the roadway (legal passing lane)
- 3. In the middle part of a narrow roadway with no painted centerline
- 4. Straddling the centerline

- 5. On the wrong (illegal) side of the roadway
- 6. On the sidewalk
- 7. On the shoulder
- 8. On the median or traffic island
- 9. Other, _____

Preinvolvement
Collision Course

| P | D | W-1 | W-2 | F.I. |
|----|-----|-----|-----|------|
| 93 | 105 | | | 117 |
| 94 | 106 | | | 118 |

DIRECTION OF ATTENTION

5. Ped was looking

- 1. Straight ahead
- 2. Behind
- 3. To both sides
- 4. Right side only
- 5. Left side only

- 6. Up
- 7. Down
- 8. General "search" activity
- 9. Other, _____

Preinvolvement
Collision Course

| P | D | W-1 | W-2 | F.I. |
|----|-----|-----|-----|------|
| 95 | 107 | | | 119 |
| 96 | 108 | | | 120 |

6. Driver was looking

- Code from list above
- 9. Other, _____

Preinvolvement
Collision Course

| P | D | W-1 | W-2 | F.I. |
|----|-----|-----|-----|------|
| 97 | 109 | | | 121 |
| 98 | 110 | | | 122 |

* V-1 refers to the vehicle that hit the pedestrian.



Source: Participant and Witness Interviews

OBJECT OF ATTENTION: TRAFFIC

1. Ped was attending to

Preinvolvement

| P | D | W-1 | W-2 | F.I. |
|-----|-----|-----|-----|------|
| 123 | 133 | | | 143 |
| 124 | 134 | | | 144 |

Collision Course

- Specifically indicated not attending to traffic
- The collision vehicle
- The pedestrian
- Moving vehicle(s)
- Standing vehicle(s)

- Bus
- A traffic signal
- Other, _____

2. Driver was attending to

Preinvolvement

| P | D | W-1 | W-2 | F.I. |
|-----|-----|-----|-----|------|
| 125 | 135 | | | 145 |
| 126 | 136 | | | 146 |

Collision Course

- Code from list above plus:
- Normal driving activities
 - Other, _____

OBJECT OF ATTENTION: NONTRAFFIC

3. Ped was attending to

Preinvolvement

| P | D | W-1 | W-2 | F.I. |
|-----|-----|-----|-----|------|
| 127 | 137 | | | 147 |
| 128 | 138 | | | 148 |

Collision Course

- Specifically indicated not attending to nontraffic objects
- No nontraffic-related objects indicated
- General, street or sidewalk ahead
- Roadside items or street furniture
- Other people or pedestrians

- Working—not attending to traffic
- Playing—not attending to traffic
- Other, _____

4. Driver was attending to

Preinvolvement

| P | D | W-1 | W-2 | F.I. |
|-----|-----|-----|-----|------|
| 129 | 139 | | | 149 |
| 130 | 140 | | | 150 |

Collision Course

Code from list above plus:

- Passengers in own car
- Other, _____

5. Witness/Resident Familiarity with this accident.

| W-1 | W-2 |
|-----|-----|
| 151 | 152 |

- Passenger in collision vehicle
- Passenger/driver near by vehicle
- Eye witness to accident
- Family/friend of driver
- Family/friend of ped

- Resides or works near accident site, heard about accident from ped.
- Resides or works near accident site, heard about accident secondhand
- Investigating officer
- Other, _____

EVASIVE ACTION FACTORS

6. PED'S EVASIVE ACTION

| Ped. | Driver | Wit # 1 | Wit # 2 | F.I. |
|------|--------|---------|---------|------|
| 131 | 141 | | | 153 |

- None made, unaware of need
- None made, insufficient time
- None made, ped walked or ran into vehicle
- Jump on hood
- "Push-off" or "stiff-arm" vehicle
- Stop—remain in place
- Walk—continue on crossing
- Run—continue on crossing
- Walk—return to roadside

- Run—return to roadside
- Jump, lunge, or dodge vehicle
- Yell, scream, otherwise inform driver
- Combination of 12 and 4 through 14, indicate combination, _____

19. Other, _____

If coded other than 1, 2, or 3 answer ped items p.6

7. DRIVER'S EVASIVE ACTION

| Ped. | Driver | Wit # 1 | Wit # 2 | F.I. |
|------|--------|---------|---------|------|
| 132 | 142 | | | 154 |

- None made, unaware of need
- None made, insufficient time
- None made, ped ran into vehicle
- None made, assumed ped would get clear from path
- Attempted to stop
- Attempted to swerve
- Attempted to swerve and stop

- Accelerated to avoid
- Blew horn only
- Combination of 9 and 5 through 8, indicate combination, _____

19. Other, _____

If coded other than 1 through 4, answer driver items p.6



Source: Participant and Witness Interviews

| | P | D | W-1 | W-2 | F.I. |
|--|-----|-----|-----|-----|------|
| 1. WHEN PED RECOGNIZED THE NEED FOR EVASIVE ACTION | 155 | 164 | | | 173 |

- 1. Just prior to impact
- 2. As soon as ped saw the vehicle
- 3. Just after ped began on collision course
- 4. Just after vehicle began on collision course

| | P | D | W-1 | W-2 | F.I. |
|---|-----|-----|-----|-----|------|
| 2. WHEN DRIVER RECOGNIZED THE NEED FOR EVASIVE ACTION | 156 | 165 | | | 174 |

- 1. Just prior to impact
- 2. As soon as driver saw the ped
- 3. Just after ped began on collision course
- 4. Just after vehicle began on collision course

| | P | D | W-1 | W-2 | F.I. |
|---|-----|-----|-----|-----|------|
| 3. WHERE PED RECOGNIZED THE NEED FOR EVASIVE ACTION | 157 | 166 | | | 175 |

- 1. Before ped entered roadway
- 2. As ped entered roadway
- 3. While ped was walking, standing or, lying in roadway
- 4. During first ¼ of attempted crossing
- 5. During second ¼ of attempted crossing
- 6. During third ¼ of attempted crossing
- 7. During last ¼ of attempted crossing
- 9. Other, _____

| | P | D | W-1 | W-2 | F.I. |
|--|-----|-----|-----|-----|------|
| 4. WHERE DRIVER RECOGNIZED THE NEED FOR EVASIVE ACTION | 158 | 167 | | | 176 |

- Code from above
- 9. Other, _____

| | P | D | W-1 | W-2 | F.I. |
|---|-----|-----|-----|-----|------|
| 5. HOW PED RECOGNIZED THE NEED FOR EVASIVE ACTION | 159 | 168 | | | 177 |

- 1. Visual
- 2. Auditory
- 3. 1 and 2 above
- 4. Secondary source, warned by others
- 9. Other, _____

| | P | D | W-1 | W-2 | F.I. |
|--|-----|-----|-----|-----|------|
| 6. HOW DRIVER RECOGNIZED THE NEED FOR EVASIVE ACTION | 160 | 169 | | | 178 |

- Code from above
- 9. Other, _____

| | P | D | W-1 | W-2 | F.I. |
|--|-----|-----|-----|-----|------|
| 7. WHAT WAS THE BASIS OF PED'S DECISION FOR EVASIVE ACTION | 161 | 170 | | | 179 |

- 1. Speed of vehicle
- 2. Location of vehicle, proximity
- 3. Location of vehicle, lane placement
- 4. Combination of 1 and 2 above
- 5. Combination of 2 and 3 above
- 6. Combination of 1, 2, and 3 above
- 7. Vehicle noises, horn
- 8. Warning from others
- 9. Other, _____

| | P | D | W-1 | W-2 | F.I. |
|---|-----|-----|-----|-----|------|
| 8. WHAT WAS THE BASIS OF THE DRIVER'S DECISION FOR EVASIVE ACTION | 162 | 171 | | | 180 |

- 1. Speed of the ped
- 2. Location of the ped
- 3. Distance to the ped
- 4. 1 and 2 above
- 5. 2 and 3 above
- 6. 1, 2, and 3 above
- 7. Warning from others
- 8. Sudden change in ped's action
- 9. Other, _____

| | P | D | W-1 | W-2 | F.I. |
|--|-----|-----|-----|-----|------|
| 9. VEHICLE RESPONSES DURING EVASIVE ACTION | 163 | 172 | | | 181 |

- 1. Vehicle responded normally
- 2. Skidded (w/o loss of control)
- 3. Skidded (lost control)
- 4. Vehicle did not respond
- 9. Other, _____



Source: Participant and Witness Interviews

CONCLUSIONS: (Code up to two factors in each section. Indicate the subjective importance (S.I.) of each factor as follows: 1 - primary factor; 2 - secondary factor; 3 - tertiary or related factors. Do not indicate the subjective importance of the 01 code.)

| | PED Factor | DRIVER Factor | WIT # 1 Factor | WIT # 2 Factor | F.I. | |
|---|---------------|------------------|-------------------|-------------------|--------|------|
| | | | | | Factor | S.I. |
| 1. PEDESTRIAN CAUSAL FACTORS | 182 | 183 | 184 | 185 | 186 | 187 |
| | 188 | 189 | 190 | 191 | 192 | 193 |

- 01 Specifically indicated no contributory pedestrian factors
- 02 Pedestrian course (risk taking)
- 03 Pedestrian illegal action (s.g., jay walking)
- 04 Condition of pedestrian (alcohol, etc.)
- 05 Slow speed of pedestrian
- 06 Short-time exposure of pedestrian (appeared suddenly)
- 07 Unexpected/unusual place for pedestrian
- 08 Running on or into roadway
- 09 Pedestrian inadequate search and detection
- 10 Search or attention pattern misdirected (not directed at vehicle)

- 11 Stimulus overload (too much happening at once)
- 12 Distraction (from traffic)
- 13 Inattention (not attending to anything)
- 14 Pedestrian misinterpretation of driver's intent
- 15 Poor prediction of vehicle/pedestrian path
- 16 Personal limitation - human factors, handicap
- 17 Trying to beat car
- 18 Trying to beat car against signal
- 19 Other, _____

| | PED Factor | DRIVER Factor | WIT # 1 Factor | WIT # 2 Factor | F.I. | |
|---------------------------------------|---------------|------------------|-------------------|-------------------|--------|------|
| | | | | | Factor | S.I. |
| 2. DRIVER CAUSAL FACTORS | 194 | 195 | 196 | 197 | 198 | 199 |
| | 200 | 201 | 202 | 203 | 204 | 205 |

- 01 Specifically indicated no contributory driver factors
- 02 Driver course (risk taking)
- 03 Vehicle speed
- 04 Condition of driver (alcohol, etc.)
- 05 Illegal act-run stop sign or traffic light
- 06 Driver inadequate search and detection (carelessness, inattention)
- 07 Search or detection pattern not directed at pedestrian

- 08 Stimulus overload
- 09 Distraction (from traffic)
- 10 Driver misinterpretation of ped intent
- 11 Personal limitations - human factors, handicap
- 12 Poor prediction of vehicle/pedestrian path
- 13 Driver in a hurry
- 14 Driver failed to give ped right of way
- 15 Driver ran off traveled way
- 19 Other, _____

| | PED Factor | DRIVER Factor | WIT # 1 Factor | WIT # 2 Factor | F.I. | |
|--|---------------|------------------|-------------------|-------------------|--------|------|
| | | | | | Factor | S.I. |
| 3. ENVIRONMENTAL CAUSAL FACTORS | 206 | 207 | 208 | 209 | 210 | 211 |
| | 212 | 213 | 214 | 215 | 216 | 217 |

- 01 Specifically indicated no contributory environmental factors
- 02 Condition of vehicle: specify, _____
- 03 Inadequate roadway lighting
- 04 No roadway lighting
- 05 No sidewalks
- 06 Inadequate or no shoulder
- 07 Roadway curvature
- 08 Ped blinded by sun
- 09 Driver blinded by sun
- 10 Driver blinded by oncoming headlights
- 11 Driver vision obscured, dirty, icy, or snow covered windshield
- 12 Ped vision obscured by parked vehicle
- 13 Ped vision obscured by moving traffic
- 14 Ped vision obscured by standing traffic

- 15 Ped vision obscured by trees, roadside items: specify, _____
- 16 Driver vision obscured by parked vehicles
- 17 Driver vision obscured by moving traffic
- 18 Driver vision obscured by standing traffic
- 19 Driver vision obscured by trees, roadside items: specify, _____
- 20 Other, _____
- 21 Ped and/or driver vision impaired by weather conditions
- 22 Condition of roadway, ice or snow
- 23 Condition of roadway, other: specify, _____



Source: Interviews

PEDESTRIAN AND DRIVER FACTORS

(To be obtained from the pedestrian or driver when possible or from other sources: police, witnesses, etc.)

Origin/Destination:

| | Pedestrian | Driver |
|--|------------|--------|
| 1. Specific trip origin: ped _____ driver _____ | 218 | 219 |
| 2. Specific trip destination: ped _____ driver _____ | 220 | 221 |
| Code Category: 01 home, 02 work, 03 restaurant, 04 bar, tavern, 05 friend's house, 06 school, 07 social facility, 08 recreational facility, 09 store, shopping area, 10 church, 11 not in route, 12 parked car, 13 disabled auto, out of gas, 14 disabled auto, other, 15 school bus stop, 16 bus stop, other, 19 other, _____ | | |
| 3. Accident scene to origin distance (Nearest tenth of mile for ped, nearest mile for driver) | 222 | 223 |
| 4. Accident scene to destination distance (Nearest tenth of mile for ped, nearest mile for driver) | 224 | 225 |
| 5. Accident scene to home distance (Nearest tenth of mile for ped, nearest mile for driver) | 226 | 227 |
| 6. Time walking or driving prior to accident (in minutes) | 228 | 229 |
| 7. Number of times at accident scene, past 12 months | 230 | 231 |
| 8. Occupation: ped _____ driver _____ | 232 | 233 |

Code Category: 1 Professional, technical; 2 Farmer or farm manager; 3 Manager, official, or proprietor; 4 Clerical; 5 Sales worker; 6 Craftsmen, foreman; 7 Operative (factory worker); 8 Private household worker; 9 Service worker; 10 Laborer; 11 Student; 12 Retired; 13 Unemployed; 14 Housewife; 15 Child; 16 Other, _____

9. Physical Condition:

| | | |
|---|-----|-----|
| 1 Apparently normal, ability not impaired, 2 Ability impaired | 234 | 235 |
| 1 Fatigued, 2 Had been drinking, 3 Had been taking hard drugs, specify _____ | 236 | 237 |
| 4 Had been taking medication, 5 Not known. | 238 | 239 |
| 1 Normal vision or wearing corrective lenses, 2 Sight disability, uncorrected, 3 Not known | 240 | 241 |
| 1 No other physical impairment, 2 Hearing disability, uncorrected, 3 Wears hearing aid, 4 Limb or other ambulatory incapacitation, 5 Other physical disability, _____ | 240 | 241 |
| 6 Not known | | |

10. Driving Experience:

| | | |
|---|-----|-----|
| Licensed to drive: 1 Yes, 2 No, 3 Too young | 242 | 243 |
| If yes, years driving experience | 244 | 245 |
| If yes, moving traffic violations past 5 years: 1 Yes, 2 No | 246 | 247 |

11. Visual Appearance:

| | Ped Clothing | Vehicle |
|------------|--------------|---------|
| intensity | 248 | 249 |
| upper: hue | 250 | 251 |
| intensity | 252 | 253 |
| lower: hue | 254 | 255 |

Indicate the predominate color of the upper: ped _____ vehicle _____

and lower: ped _____ vehicle _____

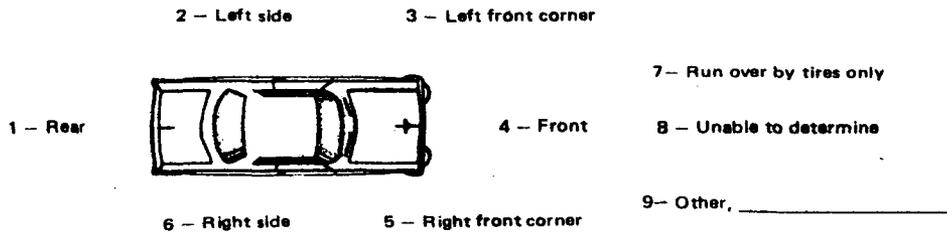
portion of the pedestrian's clothing and the vehicle.

Code intensity: 1 Light, 2 Medium, 3 Dark
 Code hue: 1 Blue, 2 Green, 3 Yellow, 4 Orange, 5 Red, 6 Brown, 7 Black, 8 White

SOURCE: COMBINATION

Vehicle Factors:

1. Estimated Preinvolvement Speed (F.I.'s estimate if contradictory info) 256
2. Estimated Impact Speed (F.I.'s best estimate if contradictory info) 257
3. Year, code last two digits of vehicle model year 258
4. Size of vehicle: 259
- | | |
|----------------------------|----------------------------------|
| 1. Subcompact (VW) | 6. Large truck (3 or more axles) |
| 2. Compact (Vega) | 7. Bus |
| 3. Intermediate (Nova) | 8. Motorcycle |
| 4. Full-sized (Impala) | 9. Other, _____ |
| 5. Pickup van, small truck | |
5. Exterior condition (preinvolvement): 260
- | | |
|---------------------------|-----------------------------------|
| 1. Excellent | 3. Fair (minor rust and/or dents) |
| 2. Good (minor scratches) | 4. Poor |
6. Safety system condition (preinvolvement); code if unsatisfactory conditions in: 261
- | | |
|---------------|-----------------|
| 1. Lights | 6. 1 + 2 |
| 2. Brakes | 7. 2 + 3 |
| 3. Horn | 8. 1 + 2 + 3 |
| 4. Tires | 9. Other, _____ |
| 5. Windshield | |
7. Months since last official vehicle inspection (code 99 if no state inspection in state of registry) 262
8. Impact point, ped on vehicle, indicate with "X" and code 263



Pedestrian Factors:

9. Code injury severity 264
- | | |
|---|---|
| 1. None | 4. Serious (bleeding wound, distorted limb, or any condition that required victim to be carried from scene) |
| 2. Minor (complaint of pain without visible signs of injury, or momentary unconsciousness), | 5. Fatal |
| 3. Moderate (other visible injuries such as bruises, abrasions, swelling, limping, or other painful movement) | |
- Area of body injured (indicate with "X")
- front

back
10. Type of injuries (code up to 3, code most serious first), justify to the right. 265 266 267
- | | | |
|-----------------------|---------------------------|--------------------------|
| 1. Internal injuries | 4. Abrasions (Scrapes) | 7. Hemorrhage (Bleeding) |
| 2. Lacerations (Cuts) | 5. Dislocation | 8. Contusions (Bruises) |
| 3. Concussion | 6. Fracture (Broken bone) | 9. Other, _____ |
- least ← most Seriousness
11. Impact Occurred: 268
- | | |
|--|---|
| 1. Just as the ped entered the traveled way | 6. Not on the roadway |
| 2. During the first quarter of the attempted crossing | 7. Unable to locate the P.O.I. |
| 3. During the second quarter of the attempted crossing | 8. Along shoulder or edge of traveled way |
| 4. During the third quarter of the attempted crossing | 9. Other, _____ |
| 5. During the last quarter of the attempted crossing | |



Source: Observation

SITE FACTORS

269 270

1. Area Description: Choose appropriate cell from matrix below and code

| | City | Small Town | Suburban | Country |
|-------------|------|------------|----------|---------|
| Commercial | 01 | 11 | 21 | 31 |
| Industrial | 02 | 12 | 22 | 32 |
| Residential | 03 | 13 | 23 | 33 |
| School | 04 | 14 | 24 | 34 |
| Playground | 05 | 15 | 25 | 35 |
| Open Area | 06 | 16 | 26 | 36 |

Area Density: Record the number of units of each type listed below within 250 feet in both directions of the POI on both sides of the road. Code multiple use unit by predominant usage category. (Code up to 9)

- 2. Commercial (stores, gas stations, etc.) 271
- Industrial (factories, manufacturing, etc.) 272
- 4. Residential (single family, duplexes) 273
- 5. Residential (multi-family) 274
- 6. School 275
- 7. Playground 276

Roadway Functional Classification: Code either 8 or 9, not both

- 8. Suburban, Small Town, City Locations. 277
 - 1. Limited access (grade separated intersections only)
 - 2. Controlled access (intersections, but no access to abutting property)
 - 3. Major arterial highway (direct access to abutting property)
 - 4. Collector - Distributor
 - 5. Local street
 - 6. Frontage or service road
 - 9. Other, _____
- 9. Country Location 278
 - 1. Limited access (i.e., Interstate)
 - 2. Controlled access
 - 3. Primary highway
 - 4. Secondary highway
 - 5. Improved surface roadway
 - 6. Unimproved surface roadway
 - 7. Frontage or service road
 - 9. Other, _____

Traffic Lanes: Record number of lanes:

- 10. V-1 direction of travel 279
- 11. Other direction of travel 280
- 12. Total traveled lanes 281
- 13. Ped approached roadway: 1. From V-1's right 2. From V-1's left 3. Ped did not attempt to cross the roadway 282
- 14. Ped struck in the _____ lane entered (Code 9 if not struck in roadway, consider divided roadway to be 2 crossings) 283
- 15. Parking Restrictions (Signs or marking) 284
 - 1. Permitted, both sides
 - 2. Permitted V-1 direction
 - 3. Permitted other direction
 - 4. Prohibited both sides
 - 5. Prohibited V-1 direction
 - 6. Prohibited other direction
 - 7. 2 + 6
 - 8. 3 + 5
 - 9. No posted restrictions, roadway width limits parking

- 16. Pedestrian Accommodations at Site 285
 - 1. Sidewalk, with curb
 - 2. Sidewalk, without curb
 - 3. Improved shoulder, suitable for ped travel
 - 4. Unimproved shoulder, suitable for ped travel
 - 5. Improved shoulder, unsuitable for ped travel
 - 6. Unimproved shoulder, unsuitable for ped travel
 - 7. No shoulder, peds must walk on traveled way
 - 8. Curb only, no sidewalk
 - 9. Other, _____

- 17. Road Surface Material 286
 - 1. Concrete
 - 2. Bituminous (Blacktop)
 - 3. Gravel
 - 4. Dirt and sand

- 18. Road Surface 287
 - 1. Good (no cracks over 1" and no holes or bumps)
 - 2. Fair (some large cracks and small depressions)
 - 3. Poor (potholes, bumps and/or ruts)



Source: Observation

1. Median 288
 (The portion of a divided highway separating the traveled ways for traffic in opposite directions)
 1. None 6. Dirt or sand
 2. Barrier (fence, guardrail, N.J., etc.) 7. Gravel
 3. Curb or island (takes precedence over 5, 6, 7, or 8) 8. Trees and/or shrubs
 4. Painted pavement (other than center line markings) 9. Other, _____
 5. Grass
2. Shoulder Surface 289
 (Roadway edge from traveled roadway to change in slope, suitable for stopped vehicles, emergency use, or lateral support)
 1. None 4. Gravel, shell, shale 7. Combination _____
 2. Concrete 5. Dirt or sand 8. Snow _____
 3. Bituminous (Blacktop) 6. Grass (height _____) 9. Other, _____
3. Roadside Features 290 291
 (Adjacent to traveled way at POI, which may have influenced the pedestrian's behavior, code up to two)
 1. Guardrail or fence 4. Overpass 7. Vegetation 9. Other, _____
 2. Sidewalk 5. Underpass 8. Curb
 3. Ditch 6. Driveway
4. Intersection Proximity 292
 (The general area where two or more highways join or cross)
 1. No intersection within 500', either direction 3. V-1 approaching, within 50' intersection center point
 2. V-1 approaching, within 500' intersection center point 4. V-1 leaving, within 50' intersection center point
 5. V-1 leaving, within 500' intersection center point
5. Intersection Type 293
 1. None 3. "T" 5. Multiple leg 7. Interchange
 2. 4-leg 4. "Y" 6. Jog 9. Other, _____
6. Type of Location at POI 294
 1. Signalized intersection within 50 feet 4. Non-signalized intersection within 500 feet
 2. Non-signalized intersection within 50 feet 5. No intersection within 500 feet
 3. Signalized intersection within 500 feet 6. Signalized midblock pedestrian crossing within 50 feet
 7. Signalized midblock pedestrian crossing within 500 feet
 If coded 1, 3, 6 or 7 complete the following; otherwise skip to item 9.
7. Type of Signal 295
 1. Flashing beacon (amber or red) 4. Ped signal 7. 2 + 5
 2. Fixed time signal 5. Ped activated signal 8. 3 + 4
 3. Traffic actuated signal 6. 2 + 4 9. 3 + 5
 If coded 1, skip to item 9.
8. Ped Crossing Time (Sec.) 296
 Green plus amber (or Walk plus flashing Don't Walk if ped signal present) in direction of pedestrian's crossing.
9. Location of Crosswalk 297
 Distance to nearest marked (by sign, signal, or markings) pedestrian crossing from POI, code if 500' or less; (otherwise enter 501); code 000 if ped was in crosswalk.
10. Roadway Center Markings 298
 (If highway is divided by a median or barrier, code the marking nearest the center of the roadway)
 1. None 6. Divided highway with median or barrier 9. Other, _____
 2. Double solid center line 7. Common left turn lane markings
 3. Single solid center line 8. Single dashed center line
 4. 1 Dashed, 1 solid center line (passing prohibited for V-1)
 5. 1 Dashed, 1 solid center line (passing permitted for V-1)
11. Roadway Edge Markings 299
 1. None 5. Pavement edge markings and roadside delineators
 2. Pavement edge markings (paint only) 6. Pavement edge marking and pavement delineators
 3. Roadside delineators (on post or guardrail) 7. Parking lanes (marked)
 4. Pavement delineators (raised and/or reflectorized) 9. Other, _____
12. Roadway Lane Markings (2 lane, 2-way roadways have no lane markings; may have center marking) 300
 1. None 4. Dashed or solid lane markings with pavement delineators
 2. Dashed lane markings 9. Other, _____
 3. Solid lane markings
13. Special Roadway Markings (within 500' prior to POI in direction V-1) 301
 1. None 3. Word symbols 9. Other, _____
 2. Crosswalk 4. Crosswalk and word symbols
14. Roadway Signs (Within 500' prior to POI in direction V-1) 302
 1. None 4. Speed limit 8. 2, 3 + 4
 2. Vehicle warning ("yellow diamond type or school zone type") 5. 2 + 3 9. Other, _____
 3. Stop or Yield 6. 2 + 4
 7. 3 + 4
15. Supervision at Crossing 303
 1. None 3. Adult guard
 2. Police officer 4. School patrol

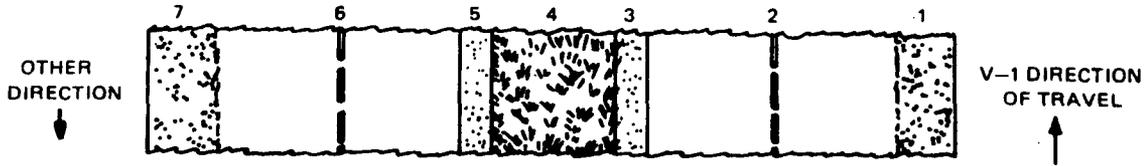
ROADWAY GEOMETRY



Source: Observation

(Indicate P.O.I. with an X at appropriate point on each drawing and code accordingly.)

1. ROADWAY SECTION



- 1. Shoulder width (ft)
- 2. Traveled way width, V-1 direction ..
- 2. a. Number of traffic lanes
- 3. Shoulder width (ft)
- 4. Median width

- 5. Shoulder width (ft)
- 6. Traveled way width, other
- 6. a. Number of traffic lanes
- 7. Shoulder width (ft)

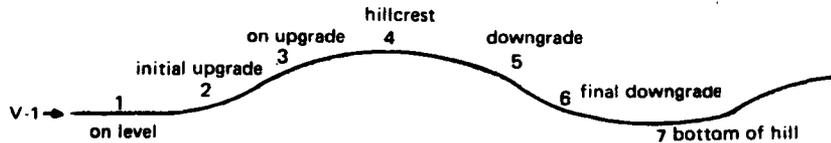
Draw lane lines if present.

Code 3, 4 and/or 5 only for divided roadways
if undivided code 3, 4+5 as 0

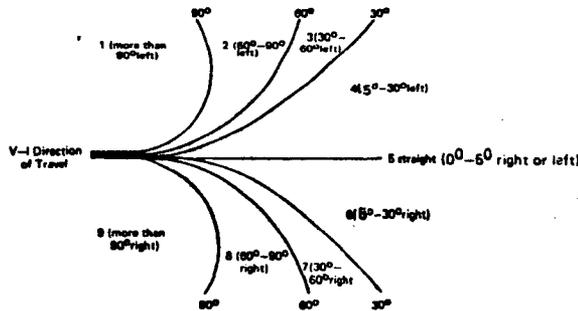
Note: If unlined roadway, divide total traveled way width evenly between 2 and 6. Cannot code 5 and/or 3 without coding 4, if divided roadway with no distinct median code median as 0, if one-way code 6 as 0. Round all measurements to nearest foot.

2. ELEVATION OR SLOPE: (Use traffic template)

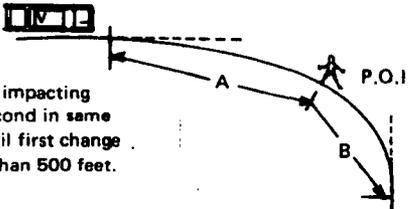
3. VERTICAL PLACEMENT: (Relative to V-1 direction of travel)



HORIZONTAL CURVATURE: (Code 0 if accident occurred in intersection)



5. ARC: (Code if horizontal curvature above was coded other than 0 or 5)
.....



Measure from POI along shoulder; first towards impacting vehicle's direction of travel (record in A) and second in same direction as impacting vehicle (record in B); until first change in horizontal curvature. Code "501" if greater than 500 feet.

Source: Observation

1. POSTED OR LEGAL SPEED LIMIT 318

2. OBSERVED MEAN VEHICLE SPEED 319

Measure 200' up from pseudo-ped (or to maximum sight distance location if less than 200') and time "lead" or lone vehicles (time 6 vehicles or 20 minutes) and enter data below

| | | | | |
|---------------------------------|------|--|---|---------------------|
| V-1 | sec. | Σ (sec.) \div No. of vehicles = _____ | | average time (sec.) |
| V-2 | sec. | | Distance _____ ft \div average time = _____ | average ft/sec. |
| V-3 | sec. | | | |
| V-4 | sec. | | | |
| V-5 | sec. | | | |
| V-6 | sec. | | | |
| Σ = _____ | | | Average ft/sec X 0.68 = _____ average mph | |
| (Round to nearest mph and code) | | | | |

3. ESTIMATED STOPPING DISTANCE 320

Enter the table below with the observed mean speed (from previous item), move across to the column representing the appropriate road surface condition (at the time of the accident) and record the estimated stopping distance in the blocks above.

Estimated Stopping Distance (Level)*

| Observed Mean Speed | Dry | Wet (water, slush, snow) | Ice |
|---------------------|-----|--------------------------|-----|
| 15 | 45 | 49 | 101 |
| 20 | 65 | 76 | 164 |
| 25 | 88 | 110 | 243 |
| 30 | 114 | 149 | 336 |
| 35 | 144 | 197 | 445 |
| 40 | 177 | 250 | 568 |
| 45 | 213 | 310 | 707 |
| 50 | 254 | 379 | 860 |
| 55 | 298 | 446 | — |
| 60 | 346 | 532 | — |
| 65 | 394 | 612 | — |
| 70 | 451 | 717 | — |
| 75 | 512 | 835 | — |
| 80 | 579 | 966 | — |

* Perception and brake reaction time is assumed to be 1.5 seconds.

4. SIGHT DISTANCE 321

Place pseudo ped at point where ped entered the roadway (or at P.O.I. if ped struck not in the roadway). Approach accident in same direction as impacting vehicle and determine point at which pseudo ped becomes visible (for nighttime accidents use low beams). Measure from pseudo ped to that point, code "9999" if greater than the estimated stopping distance (from previous item).

If less than estimated stopping distance, indicate up to 3 reasons, right justify

322
323
324

Least important ← → Most important

- 1 - visual obstruction; trees, brush, etc.
- 2 - visual obstruction; roadside grading, embankment
- 3 - visual obstruction; parked car present at time of accident, as determined by police report or inquiries
- 4 - roadway geometry; elevation or horizontal curvature
- 5 - weather at time of accident, specify, _____
- 6 - headlight inadequacy; induced by #4 above
- 7 - headlight inadequacy; induced by vehicle condition/design
- 8 - roadway surface condition and/or speed
- 9 - other, _____

| | | | |
|--|--|--|--|
| | | | |
|--|--|--|--|

Source: Observation

PEDESTRIAN VOLUME AND BASERATE ACTIVITIES

Upon arrival at the scene, code the following information for peds within 250 ft of the P.O.I. in both directions and on both sides of the road. Code up to 28 observations, after which merely tally the number of individuals in the 500-ft zone.

Duration: 20 minutes

Total observations in period

325

| | Observation Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|--|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | |
| Age | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sex | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Origin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Destination | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Behaviors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

CODES:

Age: Code estimated age, code 0 if unable to make determination

Sex: M or F, code 0 if unable to make determination

Origin/Destination:

1. Unknown, within 500' zone
2. Unknown, outside 500' zone
3. Residential place
4. Commercial place
5. Vehicle
6. Not in route, no destination (i.e., at work or out at play)
7. School

Behaviors:

1. Crossing, at intersection
2. Crossing, not at intersection
3. Coming from behind parked vehicle
4. Getting on or off school bus
5. Getting on or off other vehicle
6. Walking in roadway, with traffic
7. Walking in roadway, against traffic
8. Working on vehicle
9. Working on roadway
10. Playing in roadway
11. Playing on shoulder
12. Standing in roadway
13. Not in roadway, within 20' of traveled way
14. Walking on shoulder

SEE SPECIAL NOTE ON PAGE 15.

PEDESTRIAN BASERATE SUMMARY*

Count and enter the number of observations for each category listed below.

| AGE | DESTINATION | BEHAVIORS |
|---------|-------------|--------------|
| 0-4 | 326 | 1 338 1 352 |
| 5-9 | 327 | 2 339 2 353 |
| 10-14 | 328 | 3 340 3 354 |
| 15-19 | 329 | 4 341 4 355 |
| 20-24 | 330 | 5 342 5 356 |
| 25-35 | 331 | 6 343 6 357 |
| 36-55 | 332 | 7 344 7 358 |
| 56-65 | 333 | ORIGIN 8 359 |
| over 65 | 334 | 1 345 9 360 |
| SEX | | 2 346 10 361 |
| M | 335 | 3 347 11 362 |
| F | 336 | 4 348 12 363 |
| Unkn | 337 | 5 349 13 364 |
| | | 6 350 14 365 |
| | | 7 351 |

* To be filled out after the 20-minute study is completed.



Source: Observation

TRAFFIC VOLUME AND BASERATE ACTIVITIES

After completion of the Ped Volume item, code the following information for all vehicles passing the P.O.I. As for peds, code up to 28. If traffic is heavy, keep an accurate tally and randomly code 28 vehicles as to type, speed and actions.

Duration: 20 minutes

Total Observations 366

| | Observation Number | | | | | | | | | | | | | |
|---------|--------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| Type | | | | | | | | | | | | | | |
| Speed | | | | | | | | | | | | | | |
| Actions | | | | | | | | | | | | | | |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| Type | | | | | | | | | | | | | | |
| Speed | | | | | | | | | | | | | | |
| Actions | | | | | | | | | | | | | | |

- Vehicle Type:**
1. Passenger car, van, pickup
 2. Truck
 3. Bus
 4. Other, tractor, etc.

- Speed:**
1. Near or at posted speed
 2. Apparently faster than posted speed
 3. Significantly slower than posted speed

- Action:** Code if vehicle executed any of the following actions within 250' either direction of the P.O.I.
- | | |
|----------------------------------|------------------------------|
| 01 Going straight ahead only | 08 Stopped in traveled lane |
| 02 Making right turn | 09 Parked |
| 03 Making left turn | 10 Backing |
| 04 Making U turn | 11 Passing |
| 05 Slowing or stopping | 12 Changing lanes or merging |
| 06 Starting in roadway | 13 Out of control |
| 07 Starting from parked position | 14 Other, _____ |

**TRAFFIC VOLUME
BASERATE SUMMARY***

Count and enter the number of observations for each category listed below.

| VEHICLE TYPE | ACTION |
|---|--|
| 1 367 | 1 374 |
| 2 368 | 2 375 |
| 3 369 | 3 376 |
| 4 370 | 4 377 |
| | 5 378 |
| SPEED | 6 379 |
| 1 371 | 7 380 |
| 2 372 | 8 381 |
| 3 373 | 9 382 |
| | 10 383 |
| | 11 384 |
| | 12 385 |
| | 13 386 |
| | 14 387 |

*To be filled out after the 20-minute study is completed.

Special Note:

Estimated pedestrian and vehicle flow: If unable to make pedestrian and traffic counts within 2 hrs before or 2 hrs after the time of the accident, code your best estimate of the pedestrian and traffic volume at the time of day and day of week of the accident. Base the estimate on your knowledge of the area and information obtained from interviews. Code from the categories below.

| Code | Category | Example |
|------|------------------------|--------------------------|
| 1 | less than 6 per hour | (1 every 10 or more min) |
| 2 | 6-15 per hour | (1 every 4-10 min) |
| 3 | 16-30 per hour | (1 every 2-4 min) |
| 4 | 31-60 per hour | (1 every 1-2 min) |
| 5 | 61-120 per hour | (1-2 every min) |
| 6 | 121-240 per hour | (2-4 every min) |
| 7 | 241-480 per hour | (4-8 every min) |
| 8 | 481-960 per hour | (8-16 every min) |
| 9 | more than 960 per hour | (more than 16 every min) |

Estimated ped volume..... 388
 Estimated traffic volume..... 389

SITE PHOTOGRAPHS



Source: Observation

Take 2 pictures of the accident scene. Additional photo(s) can be used to document any unusual conditions at the accident site. (If accident occurred at night, take photographs during daylight.)

- (1) From the edge of the pavement 150 feet prior to the point of impact (P.O.I.) showing the P.O.I. as viewed from the driver's direction of approach. Indicate the P.O.I. with an "X" and the pedestrian's path of travel with dashed lines. Also indicate any transient items (i.e., parked cars) which were present at the time of the accident and not shown in the photo and vice-versa. Use pseudo ped to mark ped's place of entry into the roadway.

- (2) From the edge of the pavement 20 feet beyond the P.O.I. showing the P.O.I. in the near foreground and facing the impacting vehicle's direction of approach. As above, indicate the P.O.I., the pedestrian's path, and transient items. Also show the location of the impacting vehicle approximately 100 feet prior to impact. Do not use pseudo ped if it blocks view beyond.

PRECIPITATING FACTORS

| | | | |
|--|--|--|--|
| | | | |
|--|--|--|--|

SOURCE: F.I.

| | |
|-------------------|--------------------|
| Causal Factors | Related Factors |
|-------------------|--------------------|

| | |
|-----|-----|
| 390 | 391 |
|-----|-----|

| | | | |
|---|---|-----|-----|
| 1. Ped Course (Risk-taking) Failures | 05 Poor target, running 06 Poor target, crossing against light 07 Walking with traffic, wrong side of road 09 Other course failures, _____ | 390 | 391 |
| 01 High exposure to vehicles 02 Poor target, slow speed 03 Poor target, short time exposure 04 Poor target, unexpected or unusual place | | | |
| 2 Ped Search Failures | 07 Distraction, hostile person and/or animal 08 Distraction, play activity 09 Distraction, other pedestrians 10 Inadequate search, looked but didn't see 11 Inattention, didn't look, day dreaming, etc. 19 Other search failures, _____ | 392 | 393 |
| 01 Ped search and detection failure, (no further info.) 02 Overload 03 Distraction (no further info.) 04 Distraction, traffic signal 05 Distraction, traffic during 1st half of crossing 06 Distraction, traffic during 2nd half of crossing | | | |
| 3. Ped Detection (Perceptual Interference) Failures | 05 Stopped bus 06 Poor lighting 07 Sun 08 Building, posts, street furniture, etc. 09 Trees, brush, weeds, etc. 19 Other detection failures, _____ | 394 | 395 |
| 01 Not explainable, adequate search but detection failure 02 Parked car 03 Moving traffic 04 Standing traffic | | | |
| 4. Ped Evaluation Failures | 03 Alcohol/drug impairment 09 Other evaluation failures, _____ | 396 | 397 |
| 01 Misperception of drivers intent 02 Poor prediction of pedestrian/vehicle path | | | |
| 5. Ped Avoidance Action Failures | 04 Pedestrian and driver interaction, failed to match evasive actions 09 Other avoidance action failures | 398 | 399 |
| 01 Improper decision 02 Environmental limits 03 Human factors limits | | | |
| 6. Driver Course (Risk-taking) Failures | 05 Unexpected course, run stop sign 06 Unexpected course, wrong side of road 07 Out of control, prior to involvement with pedestrian 09 Other course failures, _____ | 400 | 401 |
| 01 Limitation of avoidance response, speeding 02 Limitation of avoidance response, weather 03 Unexpected course, attempt to beat light 04 Unexpected course, run red light | | | |
| 7. Driver Search Failures | 07 Inattention, not attending to driving, no specific distraction 08 Inadequate search, did not look carefully 09 Other search failures, _____ | 402 | 403 |
| 01 Overload, too many activities 02 Distraction; traffic-related maneuver 03 Distraction; other pedestrians 04 Distraction; passenger in car 05 Distraction; adjusting car, clothing or load 06 Distraction; other, _____ | | | |
| 8. Driver Detection (Perceptual Interference) Failures | 08 Sun blinding 09 Headlight blinding 10 Buildings, posts, street furniture, etc. 11 Windshield dirty or obscured 12 Trees, brush, weeds, etc. 13 Weather conditions 19 Other detection failures, _____ | 404 | 405 |
| 01 Not explainable, apparently adequate search but detection failure 02 Parked cars 03 Moving traffic 04 Standing traffic 05 Stopped bus 06 Poor lighting (roadside) 07 Poor lighting (vehicular) | | | |
| 9. Driver Evaluation Failures | 03 Alcohol/drug impairment 09 Other evaluation failures, _____ | 406 | 407 |
| 01 Misperception of pedestrian's intent 02 Poor prediction of pedestrian/vehicle path | | | |
| 10. Driver Avoidance Action Failures | 05 Vehicular limits, inadequate brakes or steering 09 Other avoidance action failures, _____ | 408 | 409 |
| 01 Improper decision 02 Environmental limits, i.e., slippery surface 03 Lost control of vehicle, after avoidance action started 04 Pedestrian and driver interaction, failure to match evasive action | | | |

| | | | |
|--------------|--|--|-----|
| | | | |
| SOURCE: F.I. | | | |
| | | | 410 |

Accident Typology: Assign accident type from list below:

Briefly describe the behavioral characteristics of the accident:

ACCIDENT TYPES

- 01 DART-OUT, FIRST HALF: Not at intersection, ped appeared suddenly, crossed less than halfway
- 02 DART-OUT, SECOND HALF: Same as 01 except, crossed more than halfway
- 03 MIDBLOCK DASH: Not at intersection, ped running but not short-time exposure (i.e., not 01)

- 11 INTERSECTION DASH: At intersection, short time exposure or running
- 12 VEHICLE TURN/MERGE WITH ATTENTION CONFLICT: Driver turning and attending to traffic, not pedestrian
- 13 TURNING VEHICLE: Ped, not running (i.e., not 11), struck by turning vehicle, attention conflict not documented
- 14 TRAPPED: At signalized intersection, ped hit when light changed and traffic started moving (not 22)

- 22 MULTIPLE THREAT: Ped struck by vehicle traveling in same direction as other cars that had stopped for ped
- 23 BACKING-UP: Ped struck by backing-up vehicle but ped not clearly aware of the vehicle movement
- 24 PED NOT IN ROADWAY: Ped struck while not in the roadway, (not 23, 33, 34, or 25)
- 25 WALKING ALONG ROADWAY: Ped struck while walking along the edge of the roadway or on the shoulder, can be either walking with traffic or facing traffic
- 26 HITCHHIKING: Ped struck while attempting to thumb a ride

- 31 BUS STOP RELATED: Ped struck while crossing in front of a bus standing at a bus stop located on the "near side" of the intersection.
- 32 VENDOR – ICE CREAM TRUCK: Ped struck going to or from a vendor in a vehicle on the street
- 33 DISABLED VEHICLE RELATED: Ped struck while working on or next to a disabled vehicle
- 34 RESULT OF AUTO-AUTO CRASH: Ped struck by vehicle(s) as a result of an auto-auto accident
- 35 WORKING ON ROADWAY: Ped, a flagman or other construction worker, struck while working on the roadway or shoulder
- 36 SCHOOL BUS RELATED: Ped struck while going to or from a school bus
- 37 MAILBOX RELATED: Ped struck while going to or from a mailbox or newspaper box
- 38 EMERGENCY/POLICE VEHICLE RELATED: Ped struck while in the vicinity of emergency or police vehicle
- 39 RESULT OF VEHICLE GOING OUT OF CONTROL: Ped struck by a vehicle that had lost control prior to becoming involved with the pedestrian
- 40 WALKING TO OR FROM DISABLED VEHICLE: Ped struck while walking to or from a disabled vehicle
- 97 OTHER: Unusual circumstances, countermeasure corrective
- 98 WEIRD: Unusual circumstances, not countermeasure corrective
- 99 LIMITED INFORMATION: Not able to specify accident type

| | | | |
|---------|--|-------|--|
| | | | |
| SOURCE: | | F. I. | |

POTENTIAL COUNTERMEASURES

What can be done to prevent accidents like this one? Be specific, explain exactly how the c/m's might reduce the probability of similar accidents from occurring:

Code up to three c/m's from the list below. List in decreasing order of effectiveness.

| | |
|------------------------|-----|
| Most Effective | 411 |
| ↑ ↓ | 412 |
| ↓ ↑ | 413 |
| Least Effective | |

Pedestrian Oriented c/m's

- 01 Education
- 02 Reflectorized clothing
- 09 Other, _____

Driver Oriented c/m's

- 11 Education
- 12 Increase awareness of danger of driving while fatigued
- 19 Other, _____

Vehicular Oriented c/m's

- 21 Improve safety condition of vehicles
- 22 Improve headlights
- 23 Improve braking capability
- 24 Improve handling capability
- 25 Improve vehicle warning light system (flashers)
- 29 Other, _____

Enforcement Related c/m's

- 31 Enforce existing vehicle regulations
- 32 Enforce existing pedestrian regulations
- 33 Control drinking drivers
- 34 Control drinking pedestrians
- 35 Change speed limit
- 39 Other, _____

Traffic Engineering/Existing Procedures

- 41 Provide signs
- 42 Provide signals
- 43 Improve existing signs
- 44 Improve existing signals
- 45 Provide crosswalks
- 46 Provide sidewalks
- 47 Provide pedestrian barriers
- 48 Provide street lighting
- 49 Other, _____

Traffic Engineering/New or Innovative Procedures

- 51 Provide marking on outer edge of pavement to prevent veering off roadway
- 52 Relocate mail/paper boxes
- 53 Parking restrictions/redeployment
- 54 Relocate or improve bus stop
- 59 Other, _____

ONE LINE SUMMARY: 414-421
 NUMBER OF PEDS IN THIS ACCIDENT: 422

APPENDIX B

FIELD INVESTIGATOR CODING MANUAL

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RURAL PEDESTRIAN ACCIDENT STUDY

Coding Manual

General Instructions:

1. This manual is written as a supplement to the instructions already provided in the data form.
2. Each field investigator is expected to maintain a looseleaf notebook for this Coding Manual. If and when a given page is modified, the old page is to be discarded and the revision kept in its place.
3. This manual is set up as a page-by-page description of procedures to be followed when completing the twenty-page detailed accident report form. Each numbered item and many of the responses are discussed.
4. For non-numeric items, if you are unable to select an appropriate code from the list provided, you should either:
 - A. Code "Other" if available and elaborate in the space provided.
 - B. Code "Unknown" if provided and appropriate.
 - C. Code "I do not know" using code "0" if information was sought or the question was asked.
 - D. Leave the item blank if information was not sought or the question not asked (as in the case of a pedestrian fatality, no interview granted). Leave the item blank also if it does not apply to a particular case (i.e., intersection signalization items in those cases that occur at non-intersections).
5. For numeric items that require a numeric response (as opposed to selecting a code from a list of codes provided) if you are unable to determine a response, leave the item blank. In these cases, a zero ("0") is a legitimate response and means zero miles, zero minutes, etc. In cases involving numeric codes, round off to the nearest whole number; therefore, you may legitimately round off an answer to "00" (i.e., if less than 1/2 mile or less than 1/2 minute) or to "0.0" if less than "0.05" (i.e., less than 1/2 of a tenth of a mile or approximately 250 feet). For numeric items, you should complete unused boxes with "0" and justify to the right. If you do not know the response leave the numeric items blank since "0" means zero.

CODING INSTRUCTIONS FOR PAGE 1

Most of the information on this page is obtained from the police accident report. Some of the information will be generated during the course of your investigation.

Item #1 Field Investigator: Write your name in the space provided. Code your FI number in the boxes to the right. Your number is indicated on your ID badge.

Item #2 Accident Number: Use this space for your own unique accident number. The first case you investigate will be 001, the second case 002, etc.

Note: Items #1 and #2 are used to provide a unique identification number for each case being investigated. This five-digit number is to be placed in the boxes in the upper right-hand corner of each page of the data form as well as on the police accident report form that is to be attached to the data form.

Item #3 State: Code your state as indicated.

Item #4 County: Write the name of the county where the accident occurred in the space provided. Code the county code number from "County Code Sheet" that you have been issued.

Item #5 Accident Location: Indicate the accident location; this can often be transcribed from the police report. Indicate street names *and* street or route numbers in the spaces provided. "Happened on" refers to the street that the collision vehicle (V-1) was traveling on. "At intersection with" should be filled out only if the accident occurred within the intersection. "Not at intersection" should be filled out as the number of feet or miles (circle one) north, south, east or west of either an intersection or other landmark. Circle N, S, E or W as appropriate. Code "1" in the single box provided if the accident occurred at or within 50 feet from an intersection. An intersection is where two public roadways cross or meet; a driveway or parking lot entrance is *not* considered an intersection. Code "2" in the single box if the accident occurred more than 51 feet from an intersection. If the distance from the intersection is known, code the distance (in feet) in the three boxes at the end of Item #5. If 999 feet or more, code "999."

Item #6 Report Obtained: Indicate the month, date, year and day of week that you received the police accident report. Code January as 01, February as 02, etc., under month. Code the data and year appropriately.

Coding Instructions for Page 1 (Continued)

Item #7 Accident Occurred: Indicate the police report information for the date and time the accident occurred. Use the same coding instructions as for Item #6 and code "Time" on a 24-hour clock, i.e., 4:15 P.M. is 1615, 8:30 A.M. is 0830.

Item #8 Site Visited: Indicate the date, day and time that you visited the accident site to make the on-scene observations. Code "Time" as the time of day that you collected the pedestrian and vehicle activity data. If you collected this information from 1600 to 1620, code the middle of the time interval or, in this case 1610.

Note: Remember that the on-scene observations should be made at the same time of day and the same day of week as the accident occurred. This is especially important for the baserate data (pages 14, 15). Some substitution is allowed, e.g., Tuesday, Wednesday and Thursday may be interchanged.

Item #9 Type of Initiation: Indicate whether you initiated your investigation "On scene" in response to a police radio call or as a "Follow-up" starting with the completed police accident report. Most of you are doing "Follow-up" cases only, i.e., you are sent the police report and begin your investigation from it and therefore would code this Item "2."

Item #10 Number of Pedestrians Injured: Code the number of pedestrians that were *injured* in the case. If more than one pedestrian was indicated as injured on the police report, complete a separate form for each pedestrian interviewed. The forms will be the same, including accident number; the only difference would be in the information obtained from the interview with the second pedestrian. Should you obtain an interview with only one of the pedestrians, it is *not* necessary to complete an additional form.

Item #11 Indicate Date and Place: This item is used primarily for you to keep track of your progress on the investigation. Indicate when and where you attempted to contact each person. For example if you tried to telephone the pedestrian you might indicate "1/28 7:30 No. ans." under "Attempts to contact." If you talked to him the following day you might indicate "1/29 8:00 phone" under "Contacted" and "1/30 12:00 home" under "Interview set for." This would mean that you talked to him over the phone on the 29th. Under "Interview completed" indicate when and where you completed the interview, (i.e., "1/30 12:20 home").

Coding Instructions for Page 1 (Continued)

The only coding you do for this item is in the column marked with an asterisk (*). Code from the categories provided. Note that cases involving a pedestrian fatality would be coded as a "5." If there were no witnesses, leave the asterisked column blank for the corresponding row.

It is desirable to conduct as many interviews as possible in person. Telephone interviews are acceptable if (1) the person is reluctant to arrange to meet you for an interview, or (2) it will take you more than one hour out of the way (i.e., more than one hour round-trip driving time from either the accident site, your base or from your travel to or from the accident site).

Follow-up Information: This is the information that you will need to locate the individuals for interviewing. You may also be able to determine some of the data you need to complete Items #3, #4, and #5 on page 8 from the addresses given. Once we have received and reviewed the reports, we will detach this information from the form. Provide the most accurate and complete information available, especially telephone numbers. Occasionally it is necessary for us to contact one of the individuals in order to obtain some additional information.

CODING INSTRUCTIONS FOR PAGE 2

The majority of the information on this page can be transcribed from the police accident report form. The remainder of the information is to be completed when the on-scene observations are made.

The first five items are set up so that the same information is obtained about the pedestrian and the driver. Code the pedestrian's data in the column labeled "Pedestrian" and the driver's data in the column labeled "Driver."

Item #1 Age: Code pedestrian and driver age in columns provided. If *less* than 10 years old, justify to the right and add a "0" (i.e., code eight-year-old as "08").

Item #2 Sex: Code pedestrian and driver sex using responses indicated. If the accident involved a hit-and-run vehicle, code "Hit and Run" even if the sex of the driver is known. If the vehicle did not have a driver, code "Driverless Vehicle."

Item #3 Had Been Drinking: Code information as provided on police report for both driver and pedestrian. If no information is provided leave blank. If you uncover evidence of alcohol during the course of your investigation, indicate on page 8, Item #9 and on page 7 if it is considered a causal factor.

Item #4 Physical Condition: Complete this item only if Item #3 above was coded as either a "1" or a "2." Code information as provided on police report for both driver and pedestrian. If no information is provided, leave blank. If you uncover evidence of a physical impairment during the course of your investigation, indicate on page 8, Item #9 and on page 7 if it is considered a causal factor.

Item #5 Vision Obscured By: Code information on police report *only*. If you uncover evidence of visual obstructions during the course of your investigation, indicate on page 18, Precipitating Factors. If the pedestrian's vision is obscured, code in the "Pedestrian" column. If the driver's vision is obscured, code under "Driver." When either the driver's vision of the pedestrian is obscured or the pedestrian's vision of the driver is obscured, the person with the obstructed view receives the appropriate code. In some cases the same visual obstruction may apply for both the pedestrian and the driver. Since this information is taken directly from the police report, use the code that best fits the information coded in the police report. If the police report specifically states that there were no visual obstructions (i.e., by checking a no visual obstruction code, or by not checking a visual obstruction or by specifically stating in the narrative), code "10." If there is no indication of the presence or absence of a visual obstruction (as opposed to the specific indication that there was no visual obstruction), code "00." Codes "1,2, . . . 9" should be coded "01", "02" . . . "09."

Note: This is the last item on this page for which information on both the driver and the pedestrian is coded.

Coding Instructions for Page 2 (Continued)

Item #6 Pedestrian Action: Code information as provided on the police report. If no "Pedestrian Action" is indicated on the police report, code the most appropriate response. Use "Other" only if the police officer indicated "Other" on the report *and* his response is different from the codes provided.

Item #7 Vehicle Defect: Code whether or not the investigating officer cited a vehicle defect in his report. The defect need not be causally related. (If you feel that the defect was causally related, so indicate on page 7, Item #3, response 02.) This item should never be left blank; either the officer mentioned a defect (code "2") or he did not (code "1").

Item #8 Vehicle Action: Code information as provided on the police report. If no vehicle action is coded on the police report leave blank. Use "Other" only if the police officer indicated "Other" on the report *and* his response is different from the codes provided.

Items #9 through #13 are to be coded for two different time periods. In the "At Time of Accident" column indicate the information contained on the police report. In the "At Time of Site Visit" column indicate the situation at the time of your visit to the accident site.

Item #9 Weather Conditions: Code the weather condition as indicated. The police report usually calls this information "Weather."

Item #10 Road Surface Condition: Code the condition of the road surface as indicated. The police report usually calls this information "Road Condition."

Item #11 Temperature: The police report rarely contains this information. We want your best estimate of the temperature (in degrees) both at the time of the accident and at the time of the site visit. If the temperature was near freezing (32°F), consult a local newspaper or ask during the interviews to find out the temperature more accurately.

Item #12 Lighting: The police report rarely contains sufficient information to code other than the first two responses. If the accident happened in the dark you must obtain the information needed to select from codes 3 through 9 during your site visit at the same time of day and day of week as the accident occurred.

Item #13 Temporary Hazard in Roadway: If the police report does not specify this information for the time of the accident, obtain the information during your interviews. Code "1" as "01," etc.

Item #14 Definitions: These definitions are to be used to define terms as contained in the data collection form.

CODING INSTRUCTIONS FOR PAGES 3, 4, AND 5

Preinvolvement and Collision Course Factors: Activity, Movement Characteristics, Direction of Movement, Location, Direction of Attention, Object of Attention (Traffic, Nontraffic)

The information on these pages comes from interviews with the driver, the pedestrian, and any witnesses or other individuals to whom you talk about the accident. We are interested in learning what the pedestrian and the driver were doing prior to the accident. Notice that the coding boxes are arranged in five columns so that you can record what the pedestrian said, what the driver said, what up to two witnesses said, and most importantly, what you, the field investigator (FI), think really happened.

In some cases, the pedestrian, the driver, or the witnesses will not know a response to a given item. In these cases, follow the general instructions and code "0" if the question was asked and the individual did not know *or* leave blank if an appropriate question was not asked. The most important codes are your FI conclusions. You should be able to code a response to each item; if you are somewhat unsure of the response because of conflicting stories or incomplete information and you can make a reasonable professional guess, do so.

We want to describe the pedestrian and driver behavior during each of two periods in time. The "Preinvolvement" period refers to the time before the accident is imminent. Once *either* the pedestrian *or* the driver makes a change in the *direction* or the *rate* of travel that puts the pedestrian and the vehicle on a collision course, then we refer to activities during that period as collision course activities. In some cases, no change in direction or rate of travel is detected. In these cases, the collision course is defined as beginning once the vehicle has passed the "point of no return," e.g., stopping distance for the posted speed (or 254 feet at 50 mph, see page 13 of the data form). In some cases, no matter how you define collision course, there are no differences in some or all of the codes between the preinvolvement and collision course phases.

Notice that you will be coding what the pedestrian said he was doing as well as what the pedestrian said the driver was doing. You will also code what the driver said he was doing as well as what the driver said the pedestrian was doing. Witnesses will be commenting on both the pedestrian and driver behaviors.

Since the preinvolvement and collision course phases each span a period of time, it is possible that some of the data items (i.e., activity, location, etc.) may have several appropriate

Coding Instructions for Pages 3, 4, and 5 (Continued)

responses depending on which part of the phase we want to describe. If there is any question, describe the preinvolvement phase just before the collision course begins. Describe the collision course phase just after it begins but *before* any evasive action is initiated. Basically, we want to obtain information on the following general categories of behavior for both the pedestrian and the driver:

- Activity
- Movement Characteristics
- Direction of Movement
- Location
- Direction of Attention
- Object of Attention: Traffic
- Object of Attention: Nontraffic.

A discussion follows of each specific data item.

Remember the basic coding instructions! If you attempted to determine a response to a given item and the interviewee did not know the answer, code a "0." If the question was not asked or you did not obtain an interview, leave the item blank.

CODING INSTRUCTIONS FOR PAGE 3

Activity:

Item #1 Pedestrian Was: For this item, code whether the pedestrian was attempting to cross the street, and whether he was alone or with other pedestrians. The four codes listed cover all possible combinations of these two factors.

Item #2 Pedestrian Was and *Item #3 Pedestrian Was:* For these items code the response that best describes the pedestrian's activity. Choose only *one* response from both lists. If you code an *Item #2* response, leave *Item #3* blank and vice versa. If none of the responses in either list are appropriate, code *Item #3*, Response 9, "Other, specify " and explain.

Item #4 Driver Was: This item indicates the amount of caution shown by the driver. The three available responses should cover all possible cases unless, of course, the individual being interviewed did not know; then you would code "0."

Movement Characteristics:

Item #5 Pedestrian Was: For this item, code the response that best describes the pedestrian's movements during the preinvolvement and collision course phases.

Item #6 Vehicle Was: For this item, code the response that best describes the vehicle's movements during the preinvolvement and collision course phases.

CODING INSTRUCTIONS FOR PAGE 4

Direction of Movement:

Item #1 Pedestrian Was Going: For this item, code the response that best characterizes the pedestrian's direction of movement relative to the roadway or to the traffic flow (in the same direction as the vehicle that hit the pedestrian – hereafter referred to as V-1).

Item #2 Vehicle Was: For this item, code the response that best characterizes the collision vehicle's direction of movement or actions.

Location:

Item #3 Pedestrian Was: For this item code the response that best describes the location of the pedestrian. Note that responses cover locations on the roadway as well as some locations not on the roadway.

Item #4 Vehicle Was: For this item code the response that best describes the location of the vehicle that hit the pedestrian (V-1). Response 1, "On the right side of the roadway" is to be used when the vehicle is proceeding in the farthest right lane of the roadway where a vehicle normally travels except when passing. The remaining responses are self-explanatory.

Direction of Attention:

Item #5 Pedestrian Was Looking: This item describes the direction in which the pedestrian was looking. Response 8, "General search" activity is to be used when the individual was looking around, being generally alert and *none* of the previous, more specific codes apply.

Item #6 Driver Was Looking: For this item use same coding instructions as in Item #5.

CODING INSTRUCTIONS FOR PAGE 5

Object of Attention – Traffic:

Item #1 Pedestrian Was Attending To: Indicate what the pedestrian was specifically looking at or paying attention to in each of the two time frames. These codes are for traffic-related items. If the pedestrian was not attending to any traffic-related items, code "1." Note that code "3" is an appropriate response only for Item #2 below, which shares the same response list.

Item #2 Driver Was Attending To: Same instructions as for Item #1. Note that code "3" is applicable only for this item and code "2" is not appropriate. We realize that driving (or walking for that matter, as in Item #1 above) is an extremely complex task and a driver is likely to be doing a number of things at the same time. Code the *most specific* response that applies. If either "2" or "3" is appropriate so indicate, even if the pedestrian or driver was attending to additional things. Do not use Response 9, "Other" for combinations of listed codes.

Object of Attention – Nontraffic:

Item #3 Pedestrian Was Attending To: Code the appropriate item to indicate the non-traffic item to which the pedestrian was specifically attending. "Street furniture" refers to roadside items such as phone booths, trash receptacles, benches, posts, etc.

Item #4 Driver Was Attending To: Code the appropriate item to indicate the nontraffic item to which the driver was specifically attending. Note that codes "1" and "2" are both variations of "no."

Witness/Resident Familiarity:

Item #5 Witness/Resident Familiarity With This Accident: Code the response that best describes the witness and how he or she obtained the information about the accident.

CODING INSTRUCTIONS FOR PAGES 5 AND 6

Preinvolvement and Collision Course Factors: Evasive Action Factors

These items describe the actions that the pedestrian and/or driver may have taken to try to avoid a collision. Note that the evasive action was unsuccessful in every case, or the accident would have been avoided. The items refer to the pedestrian-auto accident under investigation and not to any auto-auto accidents or near-accidents that may have led to the accident under investigation.

Item #6 Pedestrian's Evasive Action: Indicate the nature of the pedestrian's evasive action. Note that the first three codes cover cases in which the pedestrian did not attempt an evasive action. If you code either "01," "02," "03," or "04," do not complete Items #1, #3, #5, or #9 on page 6.

Item #7 Driver's Evasive Action: Indicate the nature of the driver's evasive action. Note that the first four codes cover cases in which the driver did not attempt an evasive action. If you code "01," "02," or "03," do not complete Items #2, #4, #6, #8 or #9 on page 6.

Page 6:

Item #1 When Pedestrian Recognized the Need for Evasive Actions: Indicate when the pedestrian realized that a collision was imminent and evasive action was necessary.

Item #2 When Driver Recognized the Need for Evasive Action: Indicate when the driver realized that a collision was imminent and evasive action was necessary.

Item #3 Where Pedestrian Recognized the Need for Evasive Action: Indicate where the pedestrian was when he realized that a collision was imminent and evasive action was necessary. Code "1" includes cases in which the pedestrian was not in the roadway when he recognized the need. Code "2" when the pedestrian recognized the need for evasive action just as he entered the roadway. Code "3" when the pedestrian recognized the need while walking, standing or lying in the roadway. This would include cases in which the pedestrian was walking along the roadway if he was not attempting to cross. Codes "4" through "7" cover cases in which the pedestrian was attempting to cross.

Item #4 Where Driver Recognized the Need for Evasive Action: Indicate where the pedestrian was when the driver realized that a collision was imminent and evasive action was necessary.

Coding Instructions for Page 6 (Continued)

Item #5 How Pedestrian Recognized the Need for Evasive Action: Code the sensory modality or means by which the pedestrian realized that evasive action was necessary. He either saw the vehicle, heard the vehicle or both. Or, if he was warned by other means, code appropriately.

Item #6 How Driver Recognized the Need for Evasive Action: Code how the driver realized that a collision was likely. Use the same response categories as Item #5 above.

Item #7 What was the Basis of the Pedestrian's Decision for Evasive Action: Code the category that best describes the factor or factors that led to the pedestrian's decision to attempt the evasive action described in Item #6, page 5.

Item #8 What was the Basis of the Driver's Decision for Evasive Action: Code the category that best describes the factor or factors that led to the driver's decision to attempt the evasive action described in Item #7, page 5.

Item #9 Vehicle Responses During Evasive Action: Indicate how the vehicle responded to the driver's evasive action attempt. Since the evasive action was unsuccessful (i.e., an accident did result) at least one of three things must have happened: (1) the wrong decision was made, (2) the vehicle failed to perform appropriately, (3) the decision, whether right or wrong, was made too late to be successfully executed. The five codes listed are intended to cover the various combinations of those three occurrences. Code "1" is to be used when the vehicle responded as the driver intended. For example, the driver wanted to swerve to the left to avoid and the vehicle swerved left as intended. However, because of factors 1 or 3 above, a collision still resulted. Codes "2" and "3" are to be used when the vehicle skidded (either with or without loss of control). A vehicle can skid from either braking or a swerving maneuver. Code "4" should be used when it is reported that the vehicle did not respond to the driver's attempted evasive action. For example, a driver might claim that he hit the brakes or turned the wheel but nothing happened. Use code "9," "Other," to indicate other types of vehicle response. Explain the nature of the response.

CODING INSTRUCTIONS FOR PAGE 7

Causal Conclusions

This page indicates the opinions of the persons being interviewed and the field investigator with regard to the causal factors involved in the accident. Notice that the coding boxes are arranged so that you can code as many as two of the two-digit codes for each individual interviewed. If an individual gives you only one causal factor, code it in the top-most pair of boxes and code "00" in the bottom pair. If two appropriate responses are indicated for a given set of causal factors, code both with the most important factor in the uppermost pair of boxes. If a person gives more than two responses, ask which two he or she considers most important and code accordingly.

Note that you are to determine from each person interviewed conclusions regarding three sets of causal factors: Pedestrian Causal Factors; Driver Causal Factors; and Environmental Causal Factors. Therefore you will be asking the driver about pedestrian and driver causal factors. The pedestrian will be questioned about driver and pedestrian causal factors. If an individual specifically states that there were no contributory factors in any of the three groups, then code "01" in the uppermost pair of boxes for that individual and "00" below that.

After you have talked to each interviewee, we want your conclusions about each category of causal factors. In the boxes labeled "FI" indicate which factors you think were contributory. We also want you to indicate the subjective importance (SI) of each factor you code. Factors you think were primary in causing the accident should be coded "1" in the SI column. Secondary ("2") and tertiary or related factors ("3") factors should be coded as such. You may indicate that a given factor is relevant even if it was not mentioned as a causal factor by one of the interviewees. In a given case you may indicate which factor or factors were really primary causal factors and which ones were related but not truly causally connected.

Remember that a given factor (i.e., pedestrian age or condition) may be associated with an accident but that alone does *not* prove it is a causal factor. A causal factor is one (perhaps of several) that caused the accident. For example, an elderly pedestrian may have been hit but it does not necessarily mean that he was hit because he was elderly. An interviewee may indicate a given factor as causally related, even though it is not. You should code the response as it is told to you. The FI column gives you a chance to indicate what *you* really think caused the accident.

Coding Instructions for Page 7 (Continued)

Item #1 Pedestrian Causal Factors:

The conclusions page is organized into three sections. The first contains pedestrian causal factors, the second contains driver causal factors, and the third contains environmental causal factors. The first section of the conclusions page lists codes for factors related to the pedestrian's role in causing the accident.

The "01" code is to be used if no pedestrian causal factors are indicated or if you, the FI, feel that no pedestrian factors were causally related to the accident.

The "02" code, "Pedestrian Course," is to be used when the pedestrian's course or location involves risk-taking, e.g., crossing an expressway or walking along the edge of the traveled way.

The "03" code refers to illegal actions taken by the pedestrian. This would include jaywalking, crossing against the light, hitchhiking in a posted area, etc.

The "04" code is to be used when the condition of the pedestrian, due to drugs or alcohol, caused the accident.

The "05" code refers to cases in which the pedestrian was walking slowly.

The "06" code covers cases in which the pedestrian appeared suddenly to the driver's view and the resulting short-time exposure left the driver insufficient time to react.

The "07" code is to be used when the pedestrian was in an unusual or unexpected place. For example, the pedestrian might have been on a bridge or in a tunnel that had no provision for pedestrian travel.

The "08" code covers those cases in which the pedestrian was running on or into the roadway. Cases where "08" applies may or may not also be "06," depending on whether the pedestrian also appeared suddenly in addition to running.

Code "09" if the pedestrian failed to look and/or failed to see the vehicle.

Code "10" if the pedestrian was looking, but for some reason his search and attention were not directed at the collision vehicle.

Code "11" if the pedestrian failed to respond or responded inappropriately because of stimulus overload (too much happening at once), as in the case of the young child trying to cross a very busy street and being struck by a vehicle turning onto that street.

Coding Instructions for Page 7 (Continued)

Code "12" if the pedestrian was distracted from attending to the traffic environment. He could have been distracted by a work- or play-related activity, by another person or an animal.

Code "13" if the pedestrian was generally inattentive and not attending to anything.

Code "14" if the pedestrian was struck because he misinterpreted the driver's intentions, i.e., thought that the driver would wait until he crossed.

Code "15" if the pedestrian failed to predict that he and the vehicle were on a collision course in time to avoid the collision. In these cases the pedestrian typically sees the vehicle but fails to realize that it is going to strike him.

Code "16" in cases where the personal limitations of the pedestrian (his physical limitation, vision, physical handicap, hearing) were instrumental in causing the accident. This code is appropriate when the pedestrian's age is a factor *and* "05" "Slow speed of pedestrian" is not applicable. Do not code "16" if the pedestrian's condition is due to alcohol or drugs (i.e., code "04").

Code "17" if the pedestrian was aware that the vehicle was approaching and he crossed anyway trying to beat the vehicle in crossing the roadway. The "17" code applies only at midblock and nonsignalized intersection locations.

Code "18" if the pedestrian was trying to beat the vehicle and was crossing against the signal.

Code "19" if a pedestrian causal factor other than those listed is apparent and specify the exact nature of the factor in the space provided.

Item #2 Driver Causal Factors:

The "01" code is to be used if either the interviewee or you (in the FI conclusions) feel that no driver causal factors are involved in the accident, e.g., if the accident was caused by either pedestrian or environmental factors or both.

The "02" code is applicable when the driver's course or location is causally related. This would include cases in which the vehicle was passing another vehicle illegally, or going the wrong way on a one-way street. Note that several other codes (i.e., "05" and "15") involve more specific cases of driver course factors. As always the most specific code available should be used.

Coding Instructions for Page 7 (Continued)

Code "03" if the accident was caused or partially caused by the excessive speed of the vehicle. This might occur when the vehicle is either exceeding the speed limit or going too fast for conditions. Obviously most, if not all, accidents could have been avoided if the vehicle was going slower. Use this code only if the vehicle was going either illegally fast or unreasonably fast for roadway conditions or for the type of area.

Code "04" if the condition of the driver, due to drugs or alcohol, was a factor in the accident.

Code "05" if the driver performed an illegal action, such as running a stop sign or a red light. Illegally high speed should be coded "03" and not "05."

Code "06" if the driver was careless or inattentive and failed to adequately search for or detect the pedestrian.

Code "07" if the driver was generally being careful or attentive but his search or detection activities were not directed at the pedestrian.

Code "08" if the driver failed to respond or responded inappropriately because of stimulus overload (too much happening at once), as in the case of a driver attempting to turn onto a heavily traveled street who was busy watching for a gap in the traffic and failed to see the pedestrian.

Code "09" if the driver was distracted from the driving task. He could be distracted by passengers in the vehicle, tuning the car radio, and by the scenery or other objects in the environment.

Code "10" if the accident was caused by the driver misinterpreting the pedestrian's intent. For example, the driver may have thought that the pedestrian was going to wait on the shoulder until the vehicle had passed, but, in fact, the pedestrian started to cross directly in front of the vehicle, which the driver had not anticipated.

Code "11" in cases where the personal limitations of the driver (his physical limitations, vision, physical handicap, hearing, etc.) were instrumental in causing the accident.

Code "12" if the driver failed to predict that his vehicle and the pedestrian were on a collision course.

Code "13" is to be used when a causative factor was that the driver was in a hurry, i.e., was going too fast and/or not paying attention.

Coding Instructions for Page 7 (Continued)

Code "14" when the driver failed to give the pedestrian the right of way. Obviously all pedestrian accidents on the traveled way happen because, for one reason or another, the driver fails to yield to the pedestrian. However, this code should be used only when there is a clear breach of right of way, i.e., pedestrian crossing in marked crosswalk, and short-time exposure or running on the part of the pedestrian was not involved.

Code "15" if the driver ran off the traveled way and struck the pedestrian. In these cases the impact occurs on either the shoulder, or the median, or off of the roadway entirely.

Code "19" if a driver causal factor other than those listed is apparent and specify the exact nature of that factor in the space provided.

Item #3 Environmental Causal Factors:

The "01" code is to be used if no environmental causal factors are indicated or if you (the FI) feel that no environmental factors were causally related to the accident.

Code "02" when the mechanical condition of the vehicle (i.e., brakes, tires, etc.) was contributory to the accident.

Code "03" if there was inadequate roadway lighting at the site and if the accident might not have occurred had it been better.

Code "04" if there was no roadway lighting and the accident could have been prevented had there been roadway lighting.

Code "05" if there were no sidewalk(s) at the accident site.

Code "06" when the shoulder of the accident site is not an adequate walkway. (Obviously "05" and "06" could not be causative factors unless the pedestrian was walking along the roadway and could have used an improved shoulder or a sidewalk.)

Code "07" when the roadway curvature contributed to the accident causation. Roadway curvature can affect headlight adequacy, obscure the driver's vision of the pedestrian, obscure the pedestrian's vision of the vehicle, reduce the evasive action capability and in many other ways "cause" an accident.

Code "08" if the pedestrian was unable to see the approaching vehicle in time because he was "blinded" by the sun.

Coding Instructions for Page 7 (Continued)

Code "10" if the driver's vision was affected by the headlights of oncoming vehicles and he did not see the pedestrian in time to avoid.

Code "11" when dirt, ice, or snow on the vehicle's windshield obscured the driver's vision.

Code "12" if the pedestrian's vision of the collision vehicle was obscured or blocked by a parked vehicle.

Code "13" when the pedestrian's vision of the approaching collision vehicle was obscured or blocked by moving traffic.

Code "14" when the pedestrian's vision of the approaching collision vehicle was obscured by standing traffic.

Code "15" if the pedestrian's vision of the vehicle was obscured or blocked by trees, brush, or other roadside items. Specify the nature of the item in the space provided.

Code "16" if the driver's vision of the pedestrian was obscured or blocked by parked vehicles.

Code "17" if the driver's vision of the pedestrian was obscured or blocked by moving traffic.

Code "18" if the driver's view of the pedestrian was blocked by standing traffic.

Code "19" if the driver's vision of the pedestrian was obscured or blocked by trees, brush or other roadside items. Specify the nature of the item in the space provided.

Code "20" if an environmental causal factor other than those listed is apparent and specify the exact nature of the factor in the space provided.

Code "21" in cases where either the pedestrian's or driver's (or both) vision is impaired by the weather conditions (i.e., snow, fog, etc.)

Code "22" if the snowy or icy condition of the roadway was contributory to the accident.

Code "23" if the condition of the roadway, other than snow or ice (i.e., ruts, potholes or loose gravel), is considered a causal factor.

CODING INSTRUCTIONS FOR PAGE 8

Pedestrian and Driver Factors

The primary source of information for this page is interviews with the pedestrian, driver and/or witnesses. Other sources, e.g., the police, may sometimes be required to obtain the information.

Items #1 and #2 Origin/Destination: Write in the space provided where the pedestrian and driver were coming from (trip origin) and going to (trip destination) prior to the accident. Code in the appropriate boxes the category from the list under Item #2 that best describes the origin and destination that you wrote down. For example, if the pedestrian said he was coming from a movie theater, you would write movie or theater in the space beside pedestrian and would code "08" (recreational facility) in the boxes under pedestrian. If none of the categories listed describe the origin/destination, write the origin/destination in the spaces provided and code "19, other."

Items #3, #4 and #5 Accident Scene to Origin, Destination and Home Distances: Record the distance, to the nearest tenth of a mile for the pedestrian and the nearest mile for the driver, from the accident site to the trip origin (Item #1), to the trip destination (Item #2), and to the home (page 1) of the pedestrian and driver, respectively. If less than 0.05 mi for the pedestrian round off to 0.0 mi; if less than 0.5 mi for driver round-off to 00 mi. (This is a numeric code so that "00" does not mean "I don't know.")

Item #6 Time Walking or Driving: Record how long, in minutes, the pedestrian had been walking and the driver had been driving just prior to the accident. If the time is greater than 99 minutes (1 hour, 39 minutes), code "99." If less than 30 seconds round off to 0.

Item #7 Number of Times at Accident Scene: Record the number of times the pedestrian and the driver have passed by the accident site during the past 12 months. If either indicates that he passed by two or more times a week on the average (more than 99 times in 12 months), code "99."

Item #8 Occupation: Write in the space provided the occupation of both the pedestrian and driver. Code in the appropriate boxes the category from the list under Item #8 that best describes the occupation that you wrote down. For example, if the driver indicated that he was an electrical engineer you would write "electrical engineer" in the space beside driver and would code "01" (professional, technical) in the boxes under the driver column. If none of the categories listed describe the occupations, write the occupations in the spaces provided and leave the boxes blank. Code "15, Child" is to be used for preschool-aged children. Code "11, Student" should be used for children who are in school.

Coding Instructions for Page 8 (Continued)

Item #9 Physical Condition: There are four questions to be answered in this item.

1. Was the ability of the pedestrian and driver impaired? If the answer is no, code "1." If the answer is yes, code "2." If you try, but cannot determine, code "0."
2. What was the condition of the pedestrian and driver with respect to fatigue, alcohol, drugs and medication? If you cannot determine the answer, code "5."
3. Was there a problem for the pedestrian and driver? If you cannot determine the answer, code "3."
4. Did the pedestrian and driver have any physical handicaps?

In some cases, more than one response might apply, e.g., a person might have a hearing disability and be confined to a wheelchair. In those cases, code the response that you feel had the greatest effect or was most closely related to the accident.

Item #10 Driving Experience: There is one direct question that must be answered and two follow-ons that are contingent on a "yes" response to the first question. The pedestrian and driver *must* either be licensed, not licensed, or too young to obtain a license. Code 1, 2 or 3 as appropriate. If either is licensed, how many years has he been driving, and has he been cited for a moving traffic violation (not a parking ticket) in the past five years? If 2 or 3 was coded to first part, leave the second and third parts blank.

Item #11 Visual Appearance: Indicate the predominant color of the upper and lower portion of the pedestrian's clothing *and* of the impacting vehicle. According to the codes at the bottom of page 8, code the upper and lower intensity and hue of the pedestrian's clothing and impacting vehicle in the boxes provided (see page 8, Item #11). If stripes, plaids, or pattern is involved, code the *predominant* color. The predominant color would be the one that the material takes when viewed from a distance, i.e., as the driver looked at the pedestrian.

CODING INSTRUCTIONS FOR PAGE 9

Pedestrian and Driver Factors

A combination of all of your sources of information is required to complete the items on this page.

Item #1 Preinvolvement Speed: Code the best estimate of how fast the impacting vehicle was traveling just prior to entering on the collision course with the pedestrian. If you obtain contradictory information, use your judgment to make the best estimate.

Item #2 Impact Speed: Code the best estimate of how fast the impacting vehicle was traveling at impact. If you obtain contradictory information, use your judgment to make the best estimate.

Item #3 Year: Code the last two digits of the impacting vehicle model year.

Item #4 Size of Vehicle: Code as appropriate the size of the impacting vehicle.

Item #5 Exterior Condition: Code the best description of the exterior condition of the impacting vehicle just prior to the accident.

Item #6 Safety System Condition: Code the devices on the impacting vehicle that were in unsatisfactory condition prior to the occurrence of the accident. Code zero if *no* unsatisfactory conditions existed.

Item #7 Vehicle Inspection Sticker: Code the number of months since the last official vehicle inspection of the impacting vehicle. If the inspection decal was issued in the same month the accident occurred, code "01." If you cannot determine when the decal was issued, code "0." If there is no state inspection required in the state the vehicle is registered in, code "99."

Item #8 Impact Point: Indicate with an "X" on the diagram the point on the vehicle that the pedestrian first impacted, then code in the box the impact point according to the best description listed.

Item #9 Injury Severity: Code the severity of the pedestrian's injury according to the best descriptor listed. If the pedestrian's injuries were fatal, code "5." This should correspond to the code in Item #11, page 1. Indicate with an "X" on the diagrams the areas of the pedestrian's body that were injured.

Coding Instructions for Page 9 (Continued)

Item #10 Type of Injuries: Code up to three of the types of injuries listed suffered by the pedestrian, placing the most serious in the rightmost box, the next most serious in the middle box and the least serious in the leftmost box. If there are less than three types of injuries, justify the code to the right leaving the unused boxes blank.

Item #11 Impact Occurred: Code the roadway location where the point of impact (POI) occurred, using the codes listed. Consider the traversing of a divided highway separated by a median to consist of *two* crossings.

CODING INSTRUCTIONS FOR PAGE 10

Most of the information on this page is a result of your observations during your visit to the accident site. Some of the information may be generated during other parts of your investigation:

Item #1 Area Description: Indicate the nature of the general area (approximately ¼ mile in either direction from the POI). First decide if the area is best described as being a city (urban area), a small town (e.g., inside city limits of a town of 10,000 or less), the suburbs (outlying part of a city or town, generally residential or commercial, also a smaller community adjacent to a city), or the country (away from populated areas). Now that you've determined which column best describes the area, look at the rows and decide if the area is mainly commercial (stores, gas stations, shopping centers), industrial (factories), residential, a school zone, a playground, or an open area. This will determine the row of the matrix. Look down the selected column and across the selected row until the two meet and code the resulting two-digit number in the boxes provided. Code the predominant or most specific descriptor in cases where overlap exists, e.g., if a school and residential area are close to POI, code school.

Items #2 through #7 Area Density: Record the number of units of each type, i.e., commercial, industrial, residential (single or duplex), residential (multi-family), school and playground, within 250 feet in both directions from the POI on both sides of the roadway. In this item we want to describe the immediate area of the POI, i.e., a 500-foot section along both sides of the roadway. If a unit has a multiple use, e.g., an apartment over a gas station, code the predominant use. Code up to nine units of each type.

Items #8 and #9 Roadway Functional Classification: If the POI is on a roadway located in either the suburbs, a small town or a city (a first digit of 0, 1, or 2 in Item #1), code the roadway as one of the choices in Item #8. If the location of the POI is in the country (a first digit of 3 in Item #1), code the roadway as one of the choices in Item #9. Do not code both Items #8 and #9. The following definitions and/or descriptions apply:

Limited access – usually multi-lane with grade-separated intersections only, e.g., interstate, parkway, freeways, some expressways.

Controlled access – may have at-grade intersections (usually signal-controlled), but will have no direct access to abutting property; often a frontage or service road will parallel this type of roadway.

Coding Instructions for Page 10 (Continued)

Major arterial highway – a highway primarily for through traffic, usually on a continuous route with intersections at grade *and* direct access to abutting property, and on which geometric design and traffic control measures are used to expedite the safe movement of through traffic.

Collector-Distributor – provides for traffic movement between major arterials and local streets as well as direct access to abutting property.

Local street – primarily for access to residence, business or other abutting property, and for local traffic movements.

Frontage or service road – a local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

The following four roadway types, where applicable, should be noted on the line next to the "Other" code.

Primary highway – its primary purpose is movement with a secondary purpose of access; it links smaller cities, e.g., a U.S. route.

Secondary highway – has an equal function to service movement and access; it connects smaller cities and regions, e.g., a state route.

Improved surface roadway – usually paved with either concrete or asphalt and maintained either by the county or privately; primarily used for access, secondarily for movement, e.g., farm to market.

Unimproved surface roadway – same as improved surface roadway except *not* paved.

Classify the roadway according to the characteristics it exhibits within ¼ mile in either direction of the POI.

Items #10 through #14 Traffic Lanes: For Items #10, #11, #12 record the number of traffic lanes (up to nine) where a traffic lane is the portion of the traveled way for the movement of a single line of vehicles. For Item #10, code the direction that the impacting vehicle, V-1, was traveling; for Item #11, the direction *opposite* the direction V-1 was traveling; and for Item #12, the total of Items #10 and #11 plus the number of lanes *shared* by both directions, such as a common center left turn lane. In Item #13, code whether the pedestrian was crossing roadway from V-1's right, "1," or V-1's left, "2," or whether the pedestrian was standing or walking along edge of roadway or in roadway, "3." In Item #14

Coding Instructions for Page 10 (Continued)

code the lane in which the pedestrian was struck (start counting with the first lane he entered). Consider a divided roadway with a median to be two crossings. If the pedestrian was not in the roadway when struck, code "9."

Item #15 Parking Restrictions: Code the choice that best describes parking restrictions that are indicated by traffic signs or pavement markings.

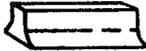
Item #16 Pedestrian Accommodations at Site: Code the best description of accommodations at the POI. If the accommodations are different on the two sides of the roadway, code the side that the pedestrian was on just before he was struck.

Item #17 Road Surface Material: Code the type of material on the traveled way. If the material is shell or shale, code "3."

Item #18 Road Surface: Code what condition the road surface is in.

CODING INSTRUCTIONS FOR PAGE 11

This is a continuation of page 10 and the primary source of information is your observations.

Item #1 Median: Code the best or predominant description of the median or that portion of a divided highway separating the traveled ways for traffic moving in opposite directions. If there is no median, code "1." In code "2," "barriers, N.J." refers to a type of concrete wall used to separate opposing traffic lanes (i.e., ). Note that code "3," curb or island, takes precedence over codes "5," "6," "7," or "8."

Item #2 Shoulder Surface: The shoulder is the roadway edge from the traveled roadway to a change in slope, which is suitable for stopped vehicles or emergency use. If there is no shoulder, code "1"; otherwise, code the best description. For code "6," estimate the height of the grass in inches. For code "7," indicate the combination you mean. If snow covers the shoulder, code "8" and indicate how deep the snow is in inches.

Item #3 Roadside Features: Code up to two of the predominant roadside features. Code features that are adjacent to the traveled way at the POI and which may have influenced the pedestrian's behavior, e.g., the pedestrian was walking in the roadway because the vegetation along the edge of the roadway was too dense to permit walking on the shoulder.

Item #4 Intersection Proximity: An intersection is the general area where two or more highways join or cross. This item refers to the location of an intersection with respect to the POI. If there is no intersection within 500 feet in either direction from the POI, code "1." If the POI is within 500 feet of an intersection that V-1, the impacting vehicle, is approaching, code "2," etc. In case there are intersections within 500 feet in both directions from the POI, code the closer of the two.

Item #5 Intersection Type: This item refers to the intersection identified in Item #4. If you coded "1" in Item #4, code "1" in Item #5. If you coded "2," "3," "4," or "5" in Item #4, code "2," "3," "4," "5," "6," "7," or "9" in Item #5. A multiple-leg intersection is one having five or more legs. A jog is a four-leg intersection where two of the approaches are slightly offset from one another (). An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways or highways on different levels, i.e., a grade-separated intersection.

Coding Instructions for Page 11 (Continued)

Item #6 Type of Location at POI: The item further describes the intersection of Item #4. If you coded "1" in Item #4, you would code "5" in Item #6 unless there was a signalized midblock pedestrian crossing within 500 feet. In that case, code "6" or "7," whichever is appropriate. If you code this item "1," "3," "6," or "7," complete Items #7 and #8; otherwise, skip to Item #9.

Item #7 Type of Signal: If you coded "1," "3," "6," or "7" in Item #6, complete this item. A flashing beacon consists of one or more sections of a standard traffic signal head, having flashing circular yellow or circular red indications on each face. A fixed-time signal is one with a constant cycle (time from beginning of an indication until that indication comes on again), i.e., the indications (red, amber and green) stay on for the same length of time every time they are on. A traffic-actuated signal is one that responds to traffic demand on the street as indicated by vehicle detectors (usually buried in the pavement). The cycle of this signal is not constant but changes in length according to the traffic demand. A pedestrian signal is one that indicates "WALK" and "DON'T WALK." A pedestrian-activated signal is similar except a push button is available so that the pedestrian may let his presence be known.

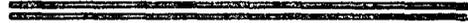
Item #8 Pedestrian Crossing Time: Record the green plus amber time in seconds (or "WALK" plus flashing "DON'T WALK" if pedestrian signal is present) in the direction of pedestrian's crossing.

Item #9 Location of Crosswalk: Measure the distance in feet to the nearest foot to the nearest marked (by sign, signal or pavement markings) pedestrian crossing from the POI. Code the measured distance if 500 feet or less; otherwise, code "501." If the pedestrian was struck in a crosswalk, code "000."

Item #10 Roadway Center Markings: If the highway is divided by a median or barrier, code the type of marking nearest the center of the roadway. A center marking divides lanes of traffic traveling in opposite directions. Do not confuse with lane markings (see Item #12). If there are neither center markings nor a median or barrier, e.g., a country road or a one-way street, code "1." Otherwise, code as follows according to the examples shown.

Coding Instructions for Page 11 (Continued)

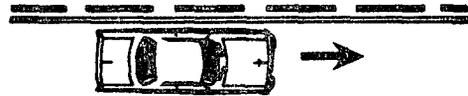
2. Double solid center line



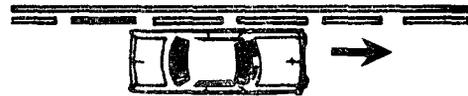
3. Single solid center line



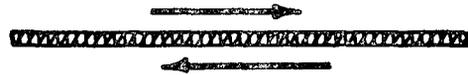
4. 1 dashed, 1 solid center line (passing prohibited for V-1)



5. 1 dashed, 1 solid center line (passing permitted for V-1)



6. Divided highway with median or barrier



7. Common left turn lane markings



8. Single dashed center line



9. Other

(You draw it)

Code the markings in the vicinity of the POI.

Item #11 Roadway Edge Markings: Edge markings mark or delineate the *outside edge* of the roadway. They may take the form of painted lines (code "2"), reflectors placed on posts or guardrails (code "3"), bumps or reflectors placed in the pavement (code "4"), a combination of markings and delineators (codes "5" and "6"), marked (painted) parking lanes (code "7"), or you name it (code "9"). Code the markings in the vicinity of the POI.

Item #12 Roadway Lane Markings: Lane markings separate lanes of traffic traveling in the same direction. Two-lane, two-way roadways, therefore, may have center markings, but may *not* have lane markings. Code the best descriptor of the lane markings in the vicinity of the POI.

Coding Instructions for Page 11 (Continued)

Item #13 Special Roadway Markings: Code appropriately if there was a marked crosswalk (painted on pavement) or word symbols (painted on pavement) within 500 feet prior to the POI in the direction from which V-1 was approaching prior to impact.

Item #14 Roadway Signs: Code the appropriate type of sign or sign combination located within 500 feet prior to the POI in the direction from which V-1 was approaching prior to impact.

Item #15 Supervision at Crossing: Code the appropriate type of supervision, if applicable, at any crossing within 500 feet of the POI in either direction.

CODING INSTRUCTIONS FOR PAGE 12

The sources of information on this page are your observations and measurements. Indicate POI with an X at the appropriate point on each drawing and code accordingly.

Item #1 Roadway Section: Starting with the shoulder edge on V-1's side of the road (right-hand side of diagram and right-hand side of road when facing in direction V-1 was traveling) code as follows:

1. If you coded other than 1 in Item #2 page 11, measure the shoulder width and record it to the nearest foot. If you coded "1" in Item #2, page 11, code "0" in the boxes.
2. Measure the traveled way width from the outside edge to the center of the roadway or, in the case of a median, to the inside edge of the traveled way in the direction V-1 was traveling. In the case of a one-way road, measure to the far edge of the traveled way.
 - 2a. Record the number of traffic lanes marked in the distance just measured.
3. If the highway is divided by a median or barrier, measure from the edge of the traveled way to the median or barrier and record the distance to the nearest foot. In the case of a one-way road, this represents the far side shoulder; therefore, "4," "5," "6" and "7" would be coded with "0." If highway is undivided, code "0."
4. Measure the width of the median from inside shoulder edge to inside shoulder edge. If median is not distinct or does not exist, code "0" (you would have coded "1" in Item #1, page 11). In the case of a shared center left turn lane, record its width here and indicate on the diagram that it is not the median, but a common left turn lane for both directions.
5. If one exists, measure the width of the inside shoulder for the direction opposite the direction V-1 was traveling. If road is one-way or undivided, code "0."
6. If the road is two-way, measure the width of the traveled way in the direction other than the direction V-1 was traveling from either the inside shoulder edge or the center of the roadway (no median or common left turn lane) to the outside edge of the traveled way. If the road is one-way, code "0."
 - 6a. Record the number of marked traffic lanes in the area just measured.

Coding Instructions for Page 12 (Continued)

7. Measure the shoulder width for the left side of the road as you face in the direction V-1 was traveling. If the road is one-way, code "0."

Make the above measurements at the POI with your MM-45T measuring wheel and round all measurements to the nearest foot. In the case of V-1 traveling the wrong way on a one-way road, write us if you can't figure out how to code it and we'll help you.

Item #2 Elevation or Slope: Your traffic template is graduated so that properly employed (see pages 14-16 in the traffic template instruction manual) you can read slope directly. Sighting uphill will produce a positive (+) reading; sighting downhill will produce a negative (-) reading. For example +.10 means a rise of a tenth of a foot for a horizontal distance of one foot or a 10-foot rise per 100 feet. This grade is *not* the same as the angle of the slope to horizontal in degrees. Code the grade (slope) in percent by multiplying the grade readings by one hundred. Thus, +.10 is a 10 percent upgrade and would be coded as "10." This measurement is to be made at the POI.

Item #3 Vertical Placement: Relative to V-1's direction of travel, code whether the POI was located on the level (code "1"), the initial upgrade (code "2"), the upgrade (code "3"), the hill top or hill crest (code "4"), the downgrade (code "5"), the final downgrade (code "6"), or the bottom of a hill (code "7").

Item #4 Horizontal Curvature: Relative to V-1's direction of travel, code whether roadway curved more than 90° left (code "1"), between 60° and 90° left (code "2"), between 30° and 60° left (code "3"), between 5° and 30° left (code "4"), between 0° and 5° right or left (code "5"), between 5° and 30° right (code "6"), between 30° and 60° right (code "7"), between 60° and 90° right (code "8"), or more than 90° right in the vicinity of the POI. Code "0" if the POI was located within an intersection.

Item #5 Arc: If Item #4 was coded other than "0" or "5," code as follows; otherwise leave blank. Measure from POI along the shoulder, first opposite V-1's direction of travel (record in A to nearest foot) and second in same direction as V-1 was traveling (record in B to nearest foot), until first change in horizontal curvature. If either A or B exceeds 500 feet, stop measuring and record 501 (see diagram).

CODING INSTRUCTIONS FOR PAGE 13

The sources of information for this page are your observations and measurements.

Item #1 Posted or Legal Speed Limit: Code the posted speed limit for the road on which the POI was located. If the speed limit is not posted, determine the legal speed limit by either consulting a state driver's manual or calling the local police. If the POI was in an intersection, code the speed limit on the road that V-1 used to approach the intersection. This speed is normally expressed in 5-mile-per-hour increments, e.g., 15 mph, 55 mph, 70 mph.

Item #2 Observed Mean Vehicle Speed: This item is used to determine how fast vehicles normally drive through this area. Using the pseudo pedestrian, measure from the POI 200 feet in the direction from which V-1 approached the POI *or* to the maximum sight distance location if the sight distance is less than 200 feet *or* to some fixed object that can be easily seen from the side of the road (a mailbox, telephone pole, etc.) and record this distance on the data form. Position yourself off the roadway about halfway between the POI and the measured point. Using your stopwatch, time (to the nearest tenth of a second) the "lead" or single vehicles as they pass between the two points and enter the times on the data form. Record the times for six vehicles or until 20 minutes have passed, whichever occurs first. Add the recorded times and divide by the number of vehicles observed. Express the average time to the nearest tenth of a second. Next divide the measured distance between the two points by the average time and express the result to the nearest ft/sec. Multiply the average ft/sec by .68 to convert ft/sec to mph. Express average mph to the nearest tenth. Round your answer to the nearest mph and code in the boxes. Do your calculations carefully and show all of your work.

Item #3 Estimated Stopping Distance: Enter the table with the observed mean speed determined in Item #2, and move across the row to the column representing the appropriate road surface condition *at the time of the accident* (Item #10, page 2) to find the estimated stopping distance. Record the estimated stopping distance in the boxes. For example, if the observed mean speed was 35 mph and the road surface condition at the time of the accident was snow, the estimated stopping distance would be 197 feet. In many cases the observed mean speed will be between the values shown in the table; therefore, you must interpolate to find the correct estimated stopping distance. The following example will illustrate the interpolation procedure. Assume the observed mean speed was determined to be 48 mph and that the road surface condition was dry at the time of the accident. Looking at the table we see that 48 is between 45 and 50 in the observed mean speed column. Correspondingly we see in the dry column that the estimated stopping distance must therefore be between 213 and 254 feet. To obtain the exact value we first find the difference in the observed mean

Coding Instructions for Page 13 (Continued)

speed from the closest, but lower table speed (i.e., 45), thus 48 minus 45 equals 3. We now know that the observed mean speed from Item #2 is $\frac{3}{5}$ of the difference between the two table values (45 and 50) and, therefore, the exact estimated stopping distance must also conform to the same ratio or be $\frac{3}{5}$ of the difference in the two table values for estimated stopping distance. That difference is 254 feet minus 213 feet which equals 41 feet. Thus multiplying 41 feet by $\frac{3}{5}$ gives us 24 feet to the nearest foot. We then must *add* the above results (24 feet) to the *lesser* of the two table values for estimated stopping distance, 213 feet plus 24 feet, to get the exact estimated stopping distance, 237 feet. Enter the exact distance in the boxes. Try this example. In Item #2 your result is 37 mph and the road surface condition is slush. Find the exact estimated stopping distance that you would code. Your answer should be 218 feet.

Item #4 Sight Distance: Here we are trying to determine the actual sight distance that confronted the driver just prior to impact. Place the pseudo pedestrian (draped with the appropriate light or dark clothing) at the point where the pedestrian entered the roadway (or at the POI if pedestrian was not in the roadway when struck). Approach the POI (in your car) from the same direction as the impacting vehicle (V-1) and note the point on the roadway at which the pseudo pedestrian becomes visible (for nighttime or reduced visibility accidents, use your low beams). Measure with your measuring wheel the distance to the nearest foot from the pseudo pedestrian to the point noted. If this measured distance is *greater* than the estimated stopping distance found in Item #3, code 9999. If it is less than the estimated stopping distance, record the measured distance in the boxes and indicate up to three reasons that might have contributed to this condition at the time of the accident. Code the most important reason in the rightmost box and the next most important in the middle box and the least most important in the leftmost box. Leave all unused boxes blank.

CODING INSTRUCTIONS FOR PAGES 14 AND 15

Baserate Data

If you visit the accident site within two hours before or two hours after the time of the accident, code pedestrian and traffic volume and baserate activities as follows; otherwise, follow the instructions under *Special Note* on page 15 of the data form. The pedestrian and traffic counts may be made simultaneously if pedestrian and traffic volume are light. The duration of the count period is 20 minutes in both cases.

For pedestrians, tally the number of pedestrians that appear within 250 feet of the POI in both directions and on both sides of the road during the count period. The total number of pedestrians at the end of the period are recorded in the three boxes in the top right-hand corner of page 14. Additionally, code in the boxes on the top half of page 14 the activities of the first 28 pedestrians observed with respect to age (make an estimate), sex, origin (where they were coming from), destination (where they were going to), and behavior (while in the 500-foot zone) according to the codes listed in the bottom left corner of page 14. If you observe less than 28 pedestrians in the 20-minute period, the number observed should appear in the "total observations in period" boxes and should correspond to the number of columns coded with activity information.

For vehicles, tally the number of vehicles that pass the POI in both directions. Code the total number observed during the 20-minute period in the upper right corner of page 15. Additionally, code in the boxes on the top half of page 15 the activities of the first 28 vehicles observed with respect to vehicle type, speed and action according to the codes listed on the center left portion of page 15. In the case of action, code appropriately if the vehicle executed any of the listed actions within 250 feet in either direction from the POI. If traffic is heavy, keep an accurate tally and randomly code 28 vehicles as to type, speed and action.

The boxes enclosed in heavy lines on pages 14 and 15 and labeled Pedestrian Baserate Summary and Traffic Volume Baserate Summary are to be filled in after the 20-minute counts are completed. These items summarize the data contained in the 28 observations made for each of the activities. The numbers to be entered in the summary are the frequencies (or number of times) that an observation response falls into a particular category. For each code in each category, count up the number of times that response was recorded and enter that number in the corresponding summary box. For example, if a total of 22 pedestrians were observed during the 20-minute period and recorded as directed and twelve were male, eight were female and two fell into the "Unable to determine" category, the summary boxes under SEX would be coded as follows: M

| | |
|---|---|
| 1 | 2 |
|---|---|

, F

| | |
|---|---|
| 0 | 8 |
|---|---|

 Unkn

| | |
|---|---|
| 0 | 2 |
|---|---|

. The special note on page 15 applies to both pedestrians and vehicles and is self-explanatory.

CODING INSTRUCTIONS FOR PAGES 16 AND 17

Photographs, Sketches, Narrative

Site Photographs

Take *two* pictures of the accident scene. Additional photo(s) can be used to document any *unusual* conditions at the accident site. If the accident occurred at night, take photographs during daylight. Attach the photos to the data form (page 16) in the spaces provided. The photo should be taken as follows:

1. From the edge of the pavement 150 feet prior to the point of impact (POI) showing the POI as viewed from the driver's direction of approach. Indicate the POI with an "X" and the pedestrian's path of travel with dashed lines. Also indicate any transient items (i.e., parked cars) which were present at the time of the accident and not shown in the photo and vice versa. Use pseudo pedestrian to mark pedestrian's place of entry into the roadway.

2. From the edge of the pavement 20 feet beyond the POI showing the POI in the near foreground and facing the impacting vehicle's direction of approach. As above, indicate the POI, the pedestrian's path, and transient items. Also show the location of the impacting vehicle approximately 100 feet prior to impact. Do not use the pseudo pedestrian if it blocks view beyond.

Sketch

Complete a detailed sketch (page 17) of the accident site to include vehicle and pedestrian paths and positions. Include all features that may have affected the occurrence of the accident in any way, e.g., parked cars, vegetation, driveway, embankment, roadway signs and markings, etc. The sketch is not required to be scale but must be in the proper proportion. Indicate any distance measurements that you make. Identify all streets or highways by official name or number. Indicate clearly the impacting vehicle (V-1) and use symbols as needed from the list on page 17. Indicate which direction is north in the circle at the top right corner of the sketch. Use your template and make the sketch neat and legible.

Coding Instructions for Pages 16 and 17 (Continued)

Narrative

Provide, as accurately as possible, a description of the accident in the space provided on page 17. Provide information not contained elsewhere in the report. Present any other information pertinent to the accident. If additional space is needed, use the back of the data form pages. Write clearly and legibly. The narrative should be as specific as possible, emphasizing the where, when, why, and how of the accident from both the driver's and pedestrian's point of view. Do not include either street names or, more importantly, the names of the individuals involved. Remember that the names on page 1 will be detached from the report and no further identification should be found in the report. For example, do not say, "Jimmie Jones was going along Maple Street and" Instead you should say, "Eight-year-old boy was walking along the shoulder of a two-lane secondary road and"

CODING INSTRUCTIONS FOR PAGE 18

Precipitating Factors

Page 18 is intended to summarize and categorize the influencing/predisposing factors that led up to the accident being investigated. These factors are perhaps best understood if they are explained in the context of a conceptual model such as the one shown on the following page.

Basically there are four main classes of precipitating factors: driver, pedestrian, vehicle and environment. For instance, when a pedestrian crosses the roadway, he goes through a looking, seeing, deciding and doing process, and the drivers of any nearby vehicles go through similar procedures. Usually the process is successfully completed and the pedestrian manages to cross the roadway. However, in the cases being studied, something went wrong and an accident resulted.

We want to use the factors on page 18 to try to pin down the course (location), search (looking), detection (seeing), evaluation (deciding), or action (doing) failure that precipitated or caused the accident. Obviously if it is determined that the failure occurred early in this chain, i.e., a detection failure, it is unlikely that there would also be an evaluation or action failure that would be causally related to the accident. As an example, a pedestrian looked for approaching traffic, failed to see an approaching car, decided to cross and was struck. In this case the critical causal element is the *detection* failure, not an evaluation failure involving the pedestrian's decision to cross. We want to identify system failures accurately early in the sequence so that once a factor has been coded, it is not necessary to repeatedly recode it. For example, if the pedestrian detection failure "01, Parked car" was coded under Item #3 because a parked car blocked the pedestrian's vision of the collision vehicle, it is not necessary to repeat that the pedestrian failed to detect the vehicle under Item #4, Pedestrian Evaluation Failure.

Item #1 Ped Course (Risk-Taking) Failures: This item is used to identify cases where the pedestrian's course, i.e., where he was or how he got there, was considered to be a precipitating factor in the accident. This item combines factors that could be described as location or movement characteristics.

Response 1-01, High exposure to vehicles. Use this response when the pedestrian's course resulted in his being exposed either to a large number of vehicles or to fast-moving vehicles. You should use this response in cases where the pedestrian was crossing a very busy street or where vehicle speeds make the pedestrian's crossing very hazardous.

Coding Instructions for Page 18 (Continued)

Response 1-02, Poor target, slow speed. Use this response when the *pedestrian's* slow speed makes him a poor target, i.e., hard to avoid, from the vehicle's standpoint.

Response 1-03, Poor target, short time exposure. This response is appropriate when the pedestrian appeared suddenly in the vehicle's path and this short time exposure of the pedestrian to the driver's view left the driver insufficient time to avoid the collision. In urban pedestrian accident studies this was a frequently recurring factor and a necessary precondition for the "dart-out" accident types.

Response 1-04, Poor target, unexpected or unusual place. Use this response when the pedestrian was struck because he was in a place where the driver did not expect to see a pedestrian and/or where it is unusual to find a pedestrian. In these cases the location of the pedestrian made him a poor target and therefore difficult for the driver to avoid. Cases where the pedestrian was on a limited-access highway, or on a bridge or in a tunnel would be included. Although it is often illegal ("pedestrians prohibited") for the pedestrian to be in such places it not necessary that the pedestrian's behavior be illegal in order to use this code.

Response 1-05, Poor target, running. Use this response when the pedestrian was running and was therefore difficult for the driver to avoid (i.e., made a poor target). This response is often found where 1-03, short time exposure, was also used.

Response 1-06, Poor target, crossing against light. Use this code when the pedestrian crossed against a traffic signal (i.e., the vehicle had a green light) and was therefore difficult for the driver to avoid.

Response 1-07, Walking with traffic, wrong side of road. Use this code when the pedestrian was walking along the road, *with* as opposed to *against* traffic and therefore had his back to the approaching stream.

Response 1-09, Other course failures. Use this response to cover other cases in which the pedestrian's course, movement characteristics or location are considered to be precipitating factors in the accident and none of the previous responses are appropriate. Be sure to explain the nature of the response in the space provided and on the back of preceding page if necessary.

Coding Instructions for Page 18 (Continued)

Item #2 Ped Search Failures: This item is used to identify cases where the pedestrian failed to search (look) properly, if at all, and this failure is considered to have precipitated the accident. Be careful to distinguish between searching (or looking) failures and the detection (or seeing) failures that are covered in Item #3. An individual can fail to observe because he failed to search (look) or, if he searched he can fail to detect (see).

Response 2-01, Ped search and detection failure (no further info.). This is a non-specific response code which is to be used when there was a search and/or detection failure on the part of the pedestrian but it was not possible to determine more precisely what happened.

Response 2-02, Overload. Use this code when the pedestrian was in an environment where there were too many activities happening at once and the pedestrian failed to search properly for the collision vehicle.

Response 2-03, Distraction (no other info.). Use this code when you have determined that the pedestrian failed to search because he was distracted but no further information indicated the source of the distraction.

Response 2-04, Distraction, traffic signal. Use this code when the pedestrian failed to search because he was attending to a traffic signal and was therefore distracted from searching for oncoming traffic.

Response 2-05, Distraction, traffic during first half of crossing. This code should be used when the pedestrian was busy looking at the traffic stream approaching from the left (i.e., traveling over the first half of his crossing) and was therefore distracted from watching for the collision vehicle, frequently approaching from the right.

Response 2-06, Distraction, traffic during second half of his crossing. Use this code when the pedestrian was watching traffic approaching from his right (traveling over the second half of his crossing) and was distracted from watching for the collision vehicle, often approaching from the left.

In these cases the pedestrian is often thinking too far ahead and worrying about the second half of his crossing when the first half is not clear. In Responses 2-05 and 2-06, it is the location of the distraction (i.e., the traffic traveling over either the first or second half of the pedestrian's crossing) not the location of the pedestrian that is the important element.

Coding Instructions for Page 18 (Continued)

Response 2-07, Distraction, hostile person and/or animal. This code should be used when the pedestrian was distracted from watching for traffic by an unfriendly person or unfriendly animal. It is not necessary that the dog, or other animal, chase the pedestrian into the street, although this often happens. It only need be found that the hostile person or animal provided a sufficient distraction so that the pedestrian failed to search properly at the roadway.

Response 2-08, Distraction, play activity. Use this code when the pedestrian was busy playing and failed to search properly, if at all.

Response 2-09, Distraction, other pedestrians. This code should be used when the pedestrian who was struck was distracted by other pedestrians (other than a hostile person(s) or a playmate(s), which would be coded as 07 or 08, respectively).

Response 2-10, Inadequate search, looked but didn't see. Use this code when the pedestrian apparently looked but for some reason, other than the above explained distractions or a stimulus overload, failed to see the collision vehicle.

Response 2-11, Inattention, didn't look, daydreaming, etc. This code should be used when the pedestrian was inattentive and failed to look for approaching traffic. Use this code when the pedestrian was inattentive or daydreaming and none of the other more specific codes apply.

Response 2-19, Other search failures. Use this response when the pedestrian made a search failure and none of the other codes are appropriate. Explain the nature of the failure in the space provided or on the back of the opposite page.

Item #3 Ped Detection (Perceptual Interference) Failures: This item is used to identify cases where the pedestrian failed to detect the collision vehicle and this failure was a precipitating factor in the accident. It is possible to have a pedestrian detection failure only if there was a proper "search" on the part of the pedestrian (i.e., no pedestrian search failures were indicated). Most frequently there is a detection failure because something blocked the pedestrian's vision of the approaching vehicle (i.e., perceptual interference).

Response 3-01, Not explainable, adequate search but detection failure. Use this response when the pedestrian apparently looked for but for some unexplained reason failed to detect the collision vehicle. It is often difficult to distinguish between this code and Response 2-10 above. The major distinction has to do with whether or not, based on your interviews, you feel that the pedestrian did a careful, thorough job of searching and for some reason failed to detect the oncoming vehicle or that the pedestrian's search was inadequate.

Coding Instructions for Page 18 (Continued)

Response 5-01, Improper decision, should be used when the pedestrian made a wrong decision and performed an avoidance action that was not appropriate to the situation. An example might be where the pedestrian was more than halfway across when he saw the approaching vehicle, decided to return to the curb rather than continue his crossing, and was struck by the vehicle approaching from the right. Do not use this response if response 5-04 is also appropriate.

Response 5-02, Environmental limits. Code this response when the pedestrian's failure to execute the avoidance action was due to an environmental factor. The pedestrian might have slipped on wet or icy pavement or rain or fog might have reduced the visibility of the oncoming vehicle.

Response 5-03, Human factors limits, should be used when the failure to execute the evasive action was due to the physical condition (i.e., alcohol, etc.) or the physical capabilities (old age, limb incapacitation, etc.) of the pedestrian.

Response 5-04, Pedestrian and driver interaction, failure to match evasive actions. This response is a more specific version of Response 5-01, Improper decision. It involves cases where both the pedestrian and the driver make evasive actions such that they cancel each other out. For example, the pedestrian might decide to avoid a vehicle approaching from his left by returning to the sidewalk. The driver, assuming the pedestrian will continue on his crossing, attempts to avoid the pedestrian by steering the car to the right. If Response 5-04 is coded, then Response 10-04 should also be coded and vice versa.

Response 5-09, Other avoidance action failures, is to be used when the pedestrian unsuccessfully attempts an avoidance action and none of the previous four more specific responses are appropriate.

Item #6 Driver Course (Risk-Taking) Failures: Use this item to identify cases where the driver's course, i.e., where he was or what he was doing, was considered to be a precipitating factor in the accident. This item includes factors related to the vehicle's location and movement characteristics.

Response 6-01, Limitation of avoidance response, speeding. Use this code when the vehicle was going too fast. In some cases, this will mean illegally fast (i.e., over the speed limit for the area) and in others, it will merely mean that he was going unreasonably fast for the situation. Obviously, nearly all accidents could have been avoided if the vehicle were going slower. Use this code only if there was something unreasonable or irresponsible about the vehicle's speed.

Coding Instructions for Page 18 (Continued)

Response 6-02, Limitation of avoidance response, weather. Use this code when, due to the weather, the roadway conditions limited the driver's ability to avoid the pedestrian. Do not use this code when the weather conditions affected the driver's detection of the pedestrian (see Responses 11 and 13 to Item #8 on page 18).

Response 6-03, Unexpected course, attempt to beat light. Use this code when the driver attempted to beat a changing traffic light and was therefore passing through the intersection when the pedestrian did not expect a vehicle.

Response 6-04, Unexpected course, run red light. This code should be used when the driver passes through a red traffic signal and strikes the pedestrian.

Response 6-05, Unexpected course, run stop sign. Use this code when the vehicle passed through a stop sign without stopping and struck the pedestrian.

Response 6-06, Unexpected course, wrong side of road. Use this code when the vehicle struck the pedestrian while the vehicle was on the wrong side of the road. Cases where the pedestrian was walking on the left facing traffic and struck from behind would be included.

Response 6-07, Out of control, prior to involvement with pedestrian. Use this code when the vehicle goes out of control and "happens" to strike the pedestrian. The vehicle losing control must have nothing to do with the pedestrian and must not be, in any way, an evasive action.

Response 6-09, Other course failures. Code this response when the vehicle's location or movement characteristics are considered to have precipitated the accident but none of the previous, more specific, responses are applicable.

Item #7 Driver Search Failures: This item is used in cases where the driver failed to search (look) properly and this failure is considered to have precipitated the accident. As in Item #2 on this page, be careful to distinguish between searching and detection failures. A driver can fail to observe the pedestrian because he failed to search (look) or, if he searched, he failed to detect (see).

Response 7-01, Overload, too many activities. Use this code when there were too many things happening in the driving environment and the driver failed to search properly for pedestrians.

Coding Instructions for Page 18 (Continued)

Response 7-02, Distraction: traffic-related maneuver. Code this response when the driver is involved in a traffic maneuver, i.e., turning or merging, and failed to properly search.

Response 7-03, Distraction: other pedestrians. Use this code when the driver was attending to other pedestrians and failed to search for the one(s) whom he ultimately struck.

Response 7-04, Distraction: passenger in car. Code this response when the driver was distracted from paying full attention to driving by a passenger in his car and thus failed to search properly for the pedestrian.

Response 7-05, Distraction: adjusting car, clothing, or load. Use this code when the driver was distracted from the driving task because he was tuning the radio, putting on or taking off his seat belt, removing a jacket, rearranging a package, or performing some other similar distracting activity.

Response 7-06, Distraction: other, is to be used when the driver was distracted and responses 7-02 through 7-05 do not apply. Specify the nature of the distraction.

Response 7-07, Inattention, not attending to driving, no specific distraction. Use this response when the driver was apparently inattentive but no apparent distraction was uncovered during the course of the investigation.

Response 7-08, Inadequate search, did not look carefully. This response should be used when the driver apparently searched but did not do a careful or adequate job of searching for the pedestrian. This response might be used when the driver knew he was in a school zone and said he was looking out for young pedestrians but did not look at the far side of the road.

Response 7-09, Other search failures, should be used when a driver search failure is indicated but none of the previous driver search items are appropriate. Specify the nature of the search failure.

Item #8 Driver Detection (Perceptual Interference) Failures: This item is used to identify cases where the driver failed to detect the pedestrian and this failure was a precipitating factor in the accident. It is possible to have a driver detection failure only if there was a proper "search" by the driver (i.e., no driver search failures were indicated). Most frequently, there is a detection failure because something blocked the driver's vision of the pedestrian (i.e., perceptual interference).

Coding Instructions for Page 18 (Continued)

Response 8-01, Not explainable, apparently adequate search but detection failure. Use this code when the driver apparently searched for the pedestrian, but for some undetermined reason, failed to detect the pedestrian.

Responses 8-02 through 8-05. Refer to traffic-related objects that may have blocked the driver's view. Note that a stopped bus would be coded 8-05 but a moving bus would be considered moving traffic (8-03).

Response 8-06, Poor lighting (roadside). Use this response when the roadside lighting was inadequate or shadows and/or glare from the lighting were judged to have contributed to the driver's failure to detect the pedestrian. Obviously, this code is applicable only if the accident occurred during other than daylight hours. Do not use the code if there was *no* roadside lighting present, but only if it was inadequate.

Response 8-07, Poor lighting (vehicular). Use this response when the vehicular lighting was substandard (i.e., the headlights were either partially out or unusually dim) and this contributed to the driver's failure to detect the pedestrian. Many nighttime accidents could have been prevented if there were mercury vapor roadside lights and the vehicles had the latest type quartz-iodide headlight, but we are not after that information here (see page 20). This code should be used when there was something substandard or inadequate about the existing vehicle lighting.

Response 8-08, Sun blinding. Use this response when the driver failed to detect the pedestrian because the sun interfered with his vision. This most frequently happens in the early morning or late afternoon when the sun is near the horizon. Sun interference could also occur at other times depending on such factors as the sun's intensity, windshield curvature, and glare.

Response 8-09, Headlight blinding. This response should be used when the driver's vision was affected by the headlights of another vehicle. This most frequently happens when the other vehicle is approaching from the opposite direction but other variations are possible.

Response 8-10, Buildings, posts, street furniture, etc. Use this response when a building(s), post(s), or street furniture (mailboxes, phone booths, benches) obstructed the driver's view of the pedestrian.

Response 8-11, Windshield dirty or obscured. Code this response when dirt, ice, or snow on the windshield obscured, or partially obscured, the driver's view of the pedestrian.

Coding Instructions for Page 18 (Continued)

Response 8-12, Trees, brush, weeds. Code this response when roadside vegetation (trees, brush, weeds, etc.) obscured the driver's view of the pedestrian.

Response 8-13, Weather conditions. Use this response when rain, snow, fog, etc. obscured the driver's view of the pedestrian. Does not include cases when the windshield was obscured (see Response 8-11).

Response 8-14, Other detection failures. Code this response when the driver failed to detect the pedestrian and none of the prior, more specific, codes are applicable. Explain the nature of the detection failure.

Item #9 Driver Evaluation Failures: This item is to be used when the driver apparently searched and detected properly but made an improper evaluation of the situation. The resulting decision led to action (or a lack of action) that resulted in the collision.

Response 9-01, Misperception of pedestrian's intent. Use this code when the driver thought that the pedestrian was going to do something (or not do something) and responded accordingly. The driver's perception of the pedestrian's intended action was incorrect and the collision resulted. For example, the driver might have thought that the pedestrian was going to continue crossing the road but instead he turned and walked into the path of the vehicle. This case may occur with 5-04.

Response 9-02, Poor prediction of pedestrian/vehicle path. This code should be used when the driver fails to accurately predict that the pedestrian and his vehicle are on a collision course and fails to make the necessary changes in direction of travel. Unlike Response 9-01, there is not necessarily a change in the pedestrian's action or a misprediction of the pedestrian's intent. The driver merely failed to recognize that, if the pedestrian kept going in the same course and if the vehicle kept on the same course, a collision would result.

Response 9-03, Alcohol/drug impairment. Use this code to indicate cases where the driver's ability to evaluate the situation was impaired by alcohol or drugs.

Response 9-09, Other evaluation failures. Code this response in cases where the driver had an evaluation failure but none of the previous responses apply. Explain the nature of the failure.

Item #10 Driver Avoidance Action Failures: Use this item to identify cases where the driver's failure to perform an appropriate avoidance was considered to be a precipitating factor in the accident. If the driver did not attempt an evasive action, either because he did not recognize the need or there was insufficient time, do not code this item.

Response 10-01, Improper decision. Use this response when the driver makes a wrong decision and performs an avoidance response that was not appropriate to the situation. For example, the driver might decide to swerve to one direction when he should have swerved to the other. Do not use this response if Response 10-04 is also appropriate.

Response 10-02, Environmental limits, i.e., slippery surface. Code this response when the driver's failure to execute the evasive action successfully is due to an environmental factor such as an icy surface or the roadway surface type (i.e., loose gravel).

Response 10-03, Lost control of vehicle, after avoidance action started. Code this response when the vehicle went out of control as a result of the attempted action. For example, the driver might have "locked-up" his brakes and skidded into the pedestrian.

Response 10-04, Pedestrian and driver interaction, failure to match action. This response is a more specific version of 10-01, Improper decision. Cases to be included are those in which *both* the driver and the pedestrian attempt an evasive action such that they effectively cancel each other out. (See Response 5-4.)

Response 10-05, Vehicular limits, inadequate brakes or steering. Use this response when the failure to successfully execute the evasive action is due to the condition of the vehicle, i.e., faulty brakes, bald tires on a wet surface, etc.

Response 10-09, Other avoidance action failure, is to be used when the driver unsuccessfully attempts an evasive action and none of the more specific codes apply. Explain the nature of the failure.

CODING INSTRUCTIONS FOR PAGE 19

Accident Typology

This page provides a concise behaviorally oriented description of the accident and assigns the accident to an appropriate behavioral category or accident type. The description should be as brief as possible and still describe the salient behaviors of both the driver and the pedestrian. For example, do not say, "the pedestrian went into the street and was hit." Instead say, "The child ran out from behind a yucca cactus at the side of the suburban roadway and was struck by the vehicle that was proceeding normally."

The only coding on this page consists of assigning the accident to a particular accident type. The data form contains a preliminary listing of accident types; as more accident patterns are identified additional accident types will be added. Before an accident can be assigned to a particular accident type, it is essential that each of the elements in the definition be identified. For example, an accident cannot be typed as a dart-out unless sudden appearance of the pedestrian was found. Accidents are to be divided into the various types on the basis of similarity of causes, so that similar countermeasure approaches could be applied to each accident within a given type.

CODING INSTRUCTIONS FOR PAGE 20

Potential Countermeasures

This final page of the accident report form is directed to meeting the overall objective of the entire study. The investigations are being conducted to identify procedures for reducing pedestrian accidents. These corrective procedures are called countermeasures (C/M). It is expected that a number of C/Ms will be developed once a large number of accident reports have been analyzed and the aggregate data carefully examined. However, this page gives you the opportunity to indicate what particular countermeasures might have prevented the specific accident being investigated. You should indicate the countermeasures that you feel might have been effective. You can either select C/Ms from the partial list provided or indicate and describe any other C/Ms that you think might work. It is very important that you be as specific as possible when indicating potential countermeasures. The response "educate pedestrians" is simply not acceptable; you should indicate what they should be educated about and what "target groups" (i.e., young pedestrians, elderly pedestrians) should be educated.

Try to think of new, innovative approaches that might work as well as new, innovative applications of traditional approaches. Remember that this is perhaps the most important page on the entire report form.

INTERNAL CONSISTENCY CHECKS

The information supplied on pages 1 and 2 is directly transposed from the respective police reports. Therefore, the information may or may not be consistent with the information obtained by the field investigator. The field investigator's information must be internally consistent throughout, but not necessarily consistent with the police report. Keeping in mind that pages 1 and 2 are probable inconsistencies with the F.I.'s report, check:

Page 1 #5

Matches the information on page 11 #4.

Page 2 #3

If response is #3 or #4, check page 7 #1, Item 04; page 7 #2, Item #4; page 8 #9; page 18 #4; Page 18 #9.

Page 2 #4

If response is other than normal, check page 8 #9; page 18 #5.

Page 2 #5

If a vision obscurement is coded, check page 2 #9; page 7 #3; page 12 #3; page 13 #3 and #4; page 18 #3 and #8.

Page 2 #6

Concerning the pedestrian action, check the consistency for unusual or infrequent circumstances such as standing in road, lying in road, not in road, hitchhiking, others. Check page 3 #2; page 3 #5; page 4 #3; page 4 #5; page 5 #1 and #3; page 7 #1; page 9 #11; page 18 #1.

Page 2 #8

Concerning vehicle action, check the consistency for unusual or infrequent circumstances such as stopped in traveled lane, out of control, weaving, driving off road. Check page 3 #4, and #6; page 4 #2 and #4; page 5 #2 and #4; page 7 #2; page 9 #11; page 18 #6.

Page 2 #9

If weather conditions are a factor, check page 3 #4 and #5; page 3 #6; page 6 #9; page 7 #3; page 13 #4; page 18 #6; page 18 #8; page 18 #10.

Page 3 #1

If pedestrian is attempting to cross roadway, page 4 #1 must be coded #1 across roadway or #7 toward roadway.

Page 3 #4

If the driver is proceeding with lack of caution, check page 7 #2; page 18 #6.

Page 3 #5

If the pedestrian is running, this may be a causal factor; page 7 #1; page 18 #1.

Page 3 #6

If the vehicle is illegal or too fast for conditions, this may be a causal factor; page 7 #2, page 18 #6; page 18 #10.

Page 4 #3

If the coding is unusual, check page 7 #1.

Page 4 #4

If the location is illegal, check page 7 #2; page 18 #6.

Page 5 #1

The pedestrian cannot be attending to "3" pedestrian.

Page 5 #3

If the pedestrian is attending to nontraffic, check page 7 #1; page 18 #2.

Page 5 #4

If the driver is attending to nontraffic, check page 7 #2; page 18 #7.

Page 7 #1

Concerning the pedestrian causal factors, if it's coded:

03 illegal, check page 4 #3

04 condition of pedestrian, check page 2 #3; page 8 #9; page 18 #4

05 slow speed, check page 3 #5; page 18 #1

06 short time exposure, check page 3 #5

07 unexpected place; check page 4 #3

- 08 running, check page 3 #5; page 18 #1
- 09 inadequate search, check page 5 #3; page 18 #2
- 10 misdirected, check page 5 #3; page 18 #2
- 11 stimulus overload, check page 5 #3; page 18 #2
- 12 distraction from traffic, check page 5 #3; page 18 #2
- 13 inattention, check page 5 #3; page 18 #2
- 14 pedestrian misinterpretation, check page 18 #5; page 18 #10
- 16 personal limits, check page 2 #4; page 8 #9
- 17 trying to beat car, check page 18 #4.

Page 7 #2

Concerning the driver causal factors, if it's coded:

- 02 driver course, check page 18 #6
- 03 speed, check page 3 #6; page 18 #6
- 04 condition alcohol; check page 2 #3; page 8 #9, page 18 #6
- 05 illegal, check page 4 #4; page 18 #6 x
- 06 inadequate search, check page 5 #4; page 18 #7
- 07 search misdirected, check page 5 #4; page 18 #7
- 08 stimulus overload, check page 5 #4; page 18 #7
- 09 distraction from traffic, check page 5 #4; page 18 #7
- 10 driver misintrepretation of pedestrian, check page 18 #9; page 18 #10
- 11 personal limits, check page 2 #4; page 8 #9
- 12 poor prediction of path, check page 18 #9; page 18 #10
- 15 driver ran off traveled way, check page 2 #8, page 18 #6.

Page 7 #3

Concerning environmental causal factors, if it's coded:

- 02 conditions of vehicle, check page 9 #6; page 18 #10
- 04 road lighting, check page 2 #12
- 06 inadequate shoulder, check page 10 #16; page 11 #2; page 12 #1
- 07 road curvature, check page 12 #3
- 08 through 19 all vision obscurements, check page 2 #5; page 18 #3; page 18 #8
- 22 conditions of road, check page 2 #9; page 2 #10; page 18 #5; page 18 #10.

Page 8 #9

If physical condition is a factor; check page 2 #3; page 2 #4; page 7 #1; page 7 #2.

Page 9 #1

If there is no evasive action taken by either driver or pedestrian, there should not be a drastic change in speed on impact item #2.

Page 9 #6

If there is an unsatisfactory condition, check page 7 #3; page 18 #10.

Page 9 #11

If the pedestrian is attempting to cross the road, only items 1 through 5 may be coded.

Page 10 #16

If this is coded shoulder, it must be consistent with page 11 #2; page 12 #1.

Page 11 #4

Must match page 1 #5.

Page 12 #3

Check for visual obscurements page 2 #5; page 7 #3.

Page 14

Directly relates to page 18 #1.

Page 15

Directly relates to page 18 #1.

Page 18 #1

Concerning pedestrian risk taking failures, if it's coded:

- 01 check page 13 #1; page 14; page 15
- 02 slow speed page 3 #5; page 7 #1
- 03 short time exposure, check page 3 #5; page 7 #1
- 04 unusual place page 3 #5; page 7 #1
- 05 Running page 3 #5; page 7 #1
- 07 walking in traffic, check page 4 #1.

Page 18 #2

Concerning pedestrian search failures if coded 01 through 11, check pages 3 #2; page 5 #1; page 5 #3; page 5 #4.

Page 18 #3

Detection failures, if it's coded:

- 02 parked car, check page 5 #1
- 03 moving traffic, check page 5 #1
- 04 standing traffic, check page 5 #1
- 06 poor lighting, check page 2 #5
- 08 buildings, check page 7 #3
- 09 trees, check page 7 #3.

Page 18 #4

Evaluation failures, if it's coded:

- 01 misperception, check page 7 #1
- 02 poor prediction, check page 7 #1
- 03 alcohol/drug impairment, check page 2 #3; page 8 #9; page 7 #12.

Page 18 #5

Pedestrian avoidance action, if it's coded:

- 02 environmental limits, check page 2 #9, #10; page 7 #3
- 04 pedestrian/driver interaction, check page 7 #1, #2.

Page 18 #6

Driver risk taking, if it's coded:

- 01 speeding, check page 3 #4; page 3 #6; page 7 #2
- 02 limitation weather, check page 2 #9
- 04 ran red light, check page 7 #2
- 05 ran stop sign, check page 7 #2
- 06 wrong side of road, check page 4 #4
- 07 out of control, check page 3 #4; page 3 #6.

Page 18 #7

Driver search failures, if it's coded "01" through "08", check page 5 #4; page 7 #2.

Page 18 #8

Driver detection failures, if it's coded for some kind of a visual obscurement, check page 2 #12; page 7 #3.

Page 18 #9

Driver evaluation failures, if it's coded:

01 misperception, check page 7 #1, #2

02 poor prediction of path, check page 7 #1, #2

03 alcohol/drug impairment, check page 2 #3; page 8 #9; page 7 #1, #2.

Page 18 #10

Driver avoidance failures, if it's coded:

02 environmental limits, check page 2 #9, #10, page 7 #3

03 control of vehicle, check page 3 #6; page 3 #4

04 pedestrian and driver interaction, check page 7 #1; page 7 #2

05 vehicular limits, check page 7 #3; page 9 #6.

APPENDIX C

DISTRIBUTION OF DATA ITEMS

DISTRIBUTION, FIELD 3

| | STATE | | | | | |
|--------|-------|----------|----------|----------------|-------|-------|
| | CALIF | MICHIGAN | MISSOURI | NORTH CAROLINA | PENN | TEXAS |
| NUMBER | 504 | 273 | 115 | 265 | 169 | 205 |
| %RESP | 32.92 | 17.63 | 7.51 | 17.31 | 11.04 | 13.39 |

DISTRIBUTION, FIELD 10

| | | MONTH ACCIDENT OCCURRED | | | | | | | | | | |
|------|--------|-------------------------|-------|-------|-------|------|------|------|--------|------|------|--|
| | | JAN | FEB | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPT | OCT | |
| CITY | NUMBER | 129 | 99 | 126 | 124 | 137 | 141 | 132 | 105 | 123 | 144 | |
| | %RESP | 8.43 | 6.47 | 8.23 | 8.10 | 8.95 | 9.21 | 8.62 | 6.86 | 8.03 | 9.41 | |
| | | NOV | DEC | | | | | | | | | |
| | NUMBER | 114 | 157 | | | | | | | | | |
| | %RESP | 7.45 | 10.25 | | | | | | | | | |

DISTRIBUTION, FIELD 13

| | | DAY ACCIDENT OCCURRED | | | | | | |
|--------|-------|-----------------------|--------|---------|-----------|----------|--------|----------|
| | | SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
| NUMBER | 197 | 218 | 205 | 187 | 243 | 246 | 235 | |
| %RESP | 12.87 | 14.24 | 13.39 | 12.21 | 15.87 | 16.07 | 15.35 | |

DISTRIBUTION, FIELD 14

| | | HOUR ACCIDENT OCCURRED | | | | | | | | | |
|--------|------|------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
| | | ANSWR NOT AVAILABLE | 0 CLOCK | |
| NUMBER | 42 | 25 | 32 | 15 | 7 | 6 | 11 | 69 | 45 | 28 | |
| XRESP | 2.74 | 1.63 | 2.09 | .98 | .46 | .39 | .72 | 4.51 | 2.94 | 1.83 | |
| | | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK |
| NUMBER | 30 | 47 | 65 | 73 | 94 | 140 | 121 | 154 | 142 | 110 | |
| XRESP | 1.96 | 3.07 | 4.25 | 4.77 | 6.14 | 9.14 | 7.90 | 10.06 | 9.27 | 7.18 | |
| | | 20 | 21 | 22 | 23 | | | | | | |
| | | 0 CLOCK | 0 CLOCK | 0 CLOCK | 0 CLOCK | | | | | | |
| NUMBER | 83 | 69 | 71 | 52 | | | | | | | |
| XRESP | 5.42 | 4.51 | 4.64 | 3.40 | | | | | | | |

DISTRIBUTION, FIELD 23

C-2

| | | PEDESTRIAN INTERVIEW | | | | | | | | | |
|--------|-------|----------------------|-------------------|---------------|------------------|-------------------|---------------|----------|-----------|-------|---------|
| | | OBTAINED IN PERSON | OBTAINED BY PHONE | REFUSED LEGAL | REFUSED PERSONAL | REFUSED PED FATA. | INSUFFIC INFO | NO PHONE | NO ANSWER | OTHER | UNKNOWN |
| NUMBER | 623 | 117 | 55 | 61 | 175 | 33 | 121 | 118 | 183 | 45 | |
| XRESP | 41.92 | 7.87 | 3.70 | 4.10 | 11.78 | 2.22 | 8.14 | 7.94 | 12.31 | .00 | |
| XTOTAL | 40.69 | 7.64 | 3.59 | 3.98 | 11.43 | 2.16 | 7.90 | 7.71 | 11.95 | 2.94 | |

DISTRIBUTION, FIELD 24

| | | DRIVER INTERVIEW | | | | | | | | |
|--------|-------|--------------------|-------------------|---------------|------------------|---------------|----------|-----------|-------|---------|
| | | OBTAINED IN PERSON | OBTAINED BY PHONE | REFUSED LEGAL | REFUSED PERSONAL | INSUFFIC INFO | NO PHONE | NO ANSWER | OTHER | UNKNOWN |
| NUMBER | 578 | 203 | 100 | 83 | 112 | 157 | 161 | 79 | 58 | |
| XRESP | 39.24 | 13.78 | 6.79 | 5.63 | 7.60 | 10.56 | 10.93 | 5.36 | .00 | |
| XTOTAL | 37.75 | 13.26 | 6.53 | 5.42 | 7.32 | 10.25 | 10.52 | 5.16 | 3.79 | |

DISTRIBUTION, FIELD 25

WITNESS NUMBER ONE INTERVIEW

| | OBTAINED IN PERSON | OBTAINED BY PHONE | REFUSED LEGAL | REFUSED PERSONAL | INSUFFIC INFO | NO PHONE | NO ANSWER | OTHER | UNKNOWN |
|--------|-----------------------|----------------------|------------------|---------------------|------------------|-------------|--------------|-------|---------|
| NUMBER | 570 | 172 | 14 | 21 | 14 | 56 | 96 | 42 | 546 |
| %RESP | 57.87 | 17.46 | 1.42 | 2.13 | 1.42 | 5.59 | 9.75 | 4.26 | .60 |
| %TOTAL | 37.23 | 11.23 | .91 | 1.37 | .91 | 3.55 | 6.27 | 2.74 | 35.66 |

DISTRIBUTION, FIELD 26

WITNESS NUMBER TWO INTERVIEW

| | OBTAINED IN PERSON | OBTAINED BY PHONE | REFUSED LEGAL | REFUSED PERSONAL | INSUFFIC INFO | NO PHONE | NO ANSWER | OTHER | UNKNOWN |
|--------|-----------------------|----------------------|------------------|---------------------|------------------|-------------|--------------|-------|---------|
| NUMBER | 234 | 49 | 10 | 11 | 10 | 30 | 48 | 23 | 116 |
| %RESP | 56.39 | 11.81 | 2.41 | 2.65 | 2.41 | 7.23 | 11.57 | 5.54 | .60 |
| %TOTAL | 15.28 | 3.20 | .65 | .72 | .65 | 1.36 | 3.14 | 1.20 | 72.89 |

C-3

DISTRIBUTION, FIELD 27

WITNESS NUMBER THREE INTERVIEW

| | OBTAINED IN PERSON | OBTAINED BY PHONE | REFUSED LEGAL | REFUSED PERSONAL | INSUFFIC INFO | NO PHONE | NO ANSWER | OTHER | UNKNOWN |
|--------|-----------------------|----------------------|------------------|---------------------|------------------|-------------|--------------|-------|---------|
| NUMBER | 51 | 12 | 7 | 4 | 3 | 14 | 15 | 6 | 1419 |
| %RESP | 45.54 | 10.71 | 6.25 | 3.57 | 2.68 | 12.30 | 13.39 | 5.36 | .60 |
| %TOTAL | 3.33 | .78 | .46 | .26 | .20 | .91 | .98 | .39 | 92.68 |

DISTRIBUTION, FIELD 28

PEDESTRIAN AGE

| | 1 YRS OLD | 2 YRS OLD | 3 YRS OLD | 4 YRS OLD | 5 YRS OLD | 6 YRS OLD | 7 YRS OLD | 8 YRS OLD | 9 YRS OLD | 10 YRS OLD |
|--------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| NUMBER | 9 | 32 | 59 | 76 | 63 | 66 | 69 | 57 | 53 | 42 |
| XRESP | .60 | 2.12 | 3.91 | 5.04 | 4.18 | 4.38 | 4.58 | 3.78 | 3.51 | 2.79 |
| XTOTAL | .59 | 2.09 | 3.85 | 4.96 | 4.11 | 4.31 | 4.51 | 3.72 | 3.46 | 2.74 |
| | 11 YRS OLD | 12 YRS OLD | 13 YRS OLD | 14 YRS OLD | 15 YRS OLD | 16 YRS OLD | 17 YRS OLD | 18 YRS OLD | 19 YRS OLD | 20 YRS OLD |
| NUMBER | 44 | 45 | 42 | 45 | 60 | 52 | 41 | 37 | 37 | 39 |
| XRESP | 2.92 | 2.98 | 2.79 | 2.98 | 3.98 | 3.45 | 2.72 | 2.45 | 2.45 | 2.59 |
| XTOTAL | 2.87 | 2.94 | 2.74 | 2.94 | 3.92 | 3.40 | 2.68 | 2.42 | 2.42 | 2.55 |
| | 21 YRS OLD | 22 YRS OLD | 23 YRS OLD | 24 YRS OLD | 25 YRS OLD | 26 YRS OLD | 27 YRS OLD | 28 YRS OLD | 29 YRS OLD | 30 YRS OLD |
| NUMBER | 32 | 23 | 21 | 21 | 17 | 20 | 16 | 14 | 9 | 13 |
| XRESP | 2.12 | 1.53 | 1.39 | 1.39 | 1.13 | 1.33 | 1.06 | .93 | .60 | .86 |
| XTOTAL | 2.09 | 1.50 | 1.37 | 1.37 | 1.11 | 1.31 | 1.05 | .91 | .59 | .85 |
| | 31 YRS OLD | 32 YRS OLD | 33 YRS OLD | 34 YRS OLD | 35 YRS OLD | 36 YRS OLD | 37 YRS OLD | 38 YRS OLD | 39 YRS OLD | 40 YRS OLD |
| NUMBER | 11 | 14 | 13 | 11 | 12 | 10 | 8 | 7 | 6 | 14 |
| XRESP | .73 | .93 | .86 | .73 | .80 | .66 | .53 | .46 | .40 | .93 |
| XTOTAL | .72 | .91 | .85 | .72 | .78 | .65 | .52 | .46 | .39 | .91 |
| | 41 YRS OLD | 42 YRS OLD | 43 YRS OLD | 44 YRS OLD | 45 YRS OLD | 46 YRS OLD | 47 YRS OLD | 48 YRS OLD | 49 YRS OLD | 50 YRS OLD |
| NUMBER | 10 | 7 | 4 | 8 | 7 | 8 | 8 | 3 | 7 | 7 |
| XRESP | .66 | .46 | .27 | .53 | .46 | .53 | .53 | .20 | .46 | .46 |
| XTOTAL | .65 | .46 | .26 | .52 | .46 | .52 | .52 | .26 | .46 | .46 |
| | 51 YRS OLD | 52 YRS OLD | 53 YRS OLD | 54 YRS OLD | 55 YRS OLD | 56 YRS OLD | 57 YRS OLD | 58 YRS OLD | 59 YRS OLD | 60 YRS OLD |
| NUMBER | 7 | 3 | 4 | 7 | 9 | 8 | 5 | 10 | 7 | 4 |
| XRESP | .46 | .20 | .27 | .46 | .50 | .53 | .33 | .66 | .46 | .27 |
| XTOTAL | .46 | .20 | .26 | .46 | .59 | .52 | .33 | .65 | .46 | .26 |
| | 61 YRS OLD | 62 YRS OLD | 63 YRS OLD | 64 YRS OLD | 65 YRS OLD | 66 YRS OLD | 67 YRS OLD | 68 YRS OLD | 69 YRS OLD | 70 YRS OLD |
| NUMBER | 3 | 5 | 8 | 5 | 6 | 8 | 9 | 5 | 7 | 3 |
| XRESP | .20 | .33 | .53 | .33 | .40 | .53 | .60 | .33 | .46 | .20 |
| XTOTAL | .20 | .33 | .52 | .33 | .39 | .52 | .59 | .33 | .46 | .20 |
| | 71 YRS OLD | 72 YRS OLD | 73 YRS OLD | 74 YRS OLD | 75 YRS OLD | 76 YRS OLD | 77 YRS OLD | 78 YRS OLD | 79 YRS OLD | 80 YRS OLD |
| NUMBER | 2 | 3 | 4 | 6 | 4 | 1 | 5 | 6 | 4 | 5 |
| XRESP | .13 | .20 | .27 | .40 | .27 | .07 | .33 | .40 | .27 | .33 |
| XTOTAL | .13 | .20 | .26 | .39 | .26 | .07 | .33 | .39 | .26 | .33 |
| | 81 YRS OLD | 82 YRS OLD | 83 YRS OLD | 84 YRS OLD | 85 YRS OLD | 86 YRS OLD | 88 YRS OLD | 89 YRS OLD | UNKNOWN | |
| NUMBER | 1 | 5 | 1 | 2 | 1 | 4 | 1 | 1 | 23 | |
| XRESP | .07 | .33 | .07 | .13 | .07 | .27 | .07 | .07 | .00 | |
| XTOTAL | .07 | .33 | .07 | .13 | .07 | .26 | .07 | .07 | 1.50 | |

C-44

DISTRIBUTION, FIELD 29

DRIVER AGE

| | 8 YRS OLD | 10 YRS OLD | 11 YRS OLD | 12 YRS OLD | 14 YRS OLD | 15 YRS OLD | 16 YRS OLD | 17 YRS OLD | 18 YRS OLD | 19 YRS OLD |
|--------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| NUMBER | 1 | 1 | 1 | 3 | 6 | 11 | 52 | 85 | 73 | 74 |
| XRESP | .07 | .07 | .07 | .21 | .43 | .79 | 3.72 | 6.08 | 5.22 | 5.29 |
| XTOTAL | .07 | .07 | .07 | .20 | .39 | .72 | 3.40 | 5.55 | 4.77 | 4.83 |
| | 20 YRS OLD | 21 YRS OLD | 22 YRS OLD | 23 YRS OLD | 24 YRS OLD | 25 YRS OLD | 26 YRS OLD | 27 YRS OLD | 28 YRS OLD | 29 YRS OLD |
| NUMBER | 56 | 49 | 62 | 42 | 35 | 43 | 41 | 54 | 44 | 24 |
| XRESP | 4.31 | 3.51 | 4.43 | 3.00 | 2.50 | 3.08 | 2.93 | 3.86 | 3.15 | 1.72 |
| XTOTAL | 3.66 | 3.20 | 4.05 | 2.74 | 2.29 | 2.81 | 2.68 | 3.53 | 2.87 | 1.57 |
| | 30 YRS OLD | 31 YRS OLD | 32 YRS OLD | 33 YRS OLD | 34 YRS OLD | 35 YRS OLD | 36 YRS OLD | 37 YRS OLD | 38 YRS OLD | 39 YRS OLD |
| NUMBER | 26 | 35 | 29 | 28 | 26 | 22 | 24 | 18 | 22 | 26 |
| XRESP | 1.86 | 2.50 | 2.07 | 2.00 | 1.86 | 1.57 | 1.72 | 1.29 | 1.57 | 1.86 |
| XTOTAL | 1.70 | 2.29 | 1.89 | 1.83 | 1.70 | 1.44 | 1.57 | 1.18 | 1.44 | 1.70 |
| | 40 YRS OLD | 41 YRS OLD | 42 YRS OLD | 43 YRS OLD | 44 YRS OLD | 45 YRS OLD | 46 YRS OLD | 47 YRS OLD | 48 YRS OLD | 49 YRS OLD |
| NUMBER | 19 | 16 | 21 | 20 | 17 | 12 | 14 | 11 | 13 | 13 |
| XRESP | 1.36 | 1.14 | 1.50 | 1.43 | 1.22 | .86 | 1.00 | .79 | .93 | .93 |
| XTOTAL | 1.24 | 1.05 | 1.37 | 1.31 | 1.11 | .78 | .91 | .72 | .85 | .85 |
| | 50 YRS OLD | 51 YRS OLD | 52 YRS OLD | 53 YRS OLD | 54 YRS OLD | 55 YRS OLD | 56 YRS OLD | 57 YRS OLD | 58 YRS OLD | 59 YRS OLD |
| NUMBER | 13 | 19 | 14 | 20 | 10 | 4 | 10 | 5 | 16 | 14 |
| XRESP | .93 | 1.36 | 1.00 | 1.43 | .72 | .29 | .72 | .36 | 1.14 | 1.00 |
| XTOTAL | .85 | 1.24 | .91 | 1.31 | .65 | .26 | .65 | .33 | 1.05 | .91 |
| | 60 YRS OLD | 61 YRS OLD | 62 YRS OLD | 63 YRS OLD | 64 YRS OLD | 65 YRS OLD | 66 YRS OLD | 67 YRS OLD | 68 YRS OLD | 69 YRS OLD |
| NUMBER | 9 | 10 | 12 | 10 | 3 | 7 | 5 | 7 | 5 | 3 |
| XRESP | .64 | .72 | .86 | .72 | .21 | .50 | .43 | .50 | .36 | .21 |
| XTOTAL | .59 | .65 | .78 | .65 | .20 | .46 | .39 | .46 | .33 | .20 |
| | 70 YRS OLD | 71 YRS OLD | 72 YRS OLD | 73 YRS OLD | 74 YRS OLD | 75 YRS OLD | 76 YRS OLD | 77 YRS OLD | 78 YRS OLD | 79 YRS OLD |
| NUMBER | 2 | 3 | 1 | 3 | 4 | 4 | 3 | 1 | 1 | 2 |
| XRESP | .14 | .21 | .07 | .21 | .29 | .29 | .21 | .07 | .07 | .14 |
| XTOTAL | .13 | .20 | .07 | .20 | .26 | .26 | .20 | .07 | .07 | .13 |
| | 80 YRS OLD | 81 YRS OLD | 82 YRS OLD | 85 YRS OLD | 85 YRS OLD | 87 YRS OLD | JNKNOWN | | | |
| NUMBER | 3 | 1 | 1 | 1 | 1 | 1 | 133 | | | |
| XRESP | .21 | .07 | .07 | .07 | .07 | .07 | .00 | | | |
| XTOTAL | .20 | .07 | .07 | .07 | .07 | .07 | 8.69 | | | |

C-5

DISTRIBUTION, FIELD 30

PEDESTRIAN SEX

| | MALE | FEMALE |
|--------|-------|--------|
| | ----- | ----- |
| NUMBER | 1039 | 492 |
| %RESP | 67.86 | 32.14 |

DISTRIBUTION, FIELD 31

DRIVER SEX

| | MALE | FEMALE | HIT AND RUN | DRIVELESS VEHICLE |
|--------|-------|--------|----------------|----------------------|
| | ----- | ----- | ----- | ----- |
| NUMBER | 987 | 357 | 134 | 23 |
| %RESP | 64.47 | 25.28 | 8.75 | 1.50 |

916

DISTRIBUTION, FIELD 32

HAD PEDESTRIAN BEEN DRINKING

| | NO | NOT KNOWN | DRINKING IMPAIRED | YES, CANT TELL IMP | UNKNOWN |
|--------|-------|--------------|----------------------|-----------------------|---------|
| | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 1171 | 171 | 71 | 34 | 24 |
| %RESP | 77.70 | 11.35 | 4.71 | 6.24 | .00 |
| %TOTAL | 76.49 | 11.17 | 4.64 | 6.14 | 1.57 |

DISTRIBUTION, FIELD 33

HAD DRIVER BEEN DRINKING

| | NO | NOT KNOWN | DRINKING IMPAIRED | YES, CANT TELL IMP | UNKNOWN |
|--------|-------|--------------|----------------------|-----------------------|---------|
| | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 1207 | 129 | 46 | 71 | 78 |
| %RESP | 83.07 | 8.86 | 3.17 | 4.89 | .00 |
| %TOTAL | 78.84 | 8.43 | 3.00 | 4.64 | 5.09 |

DISTRIBUTION, FIELD 34

PEDESTRIAN PHYSICAL CONDITION

| | NORMAL | ILL | FATIGUED | ASLEEP | UNKNOWN | OTHER IMPAIRMENT | MISSING DATA |
|--------|--------|-----|----------|--------|---------|---------------------|-----------------|
| NUMBER | 1089 | 8 | 4 | 3 | 311 | 29 | 87 |
| %RESP | 75.42 | .55 | .28 | .21 | 21.54 | 2.01 | .60 |
| %TOTAL | 71.13 | .52 | .26 | .20 | 20.31 | 1.89 | 5.68 |

DISTRIBUTION, FIELD 35

DRIVER PHYSICAL CONDITION

| | NORMAL | ILL | FATIGUED | ASLEEP | UNKNOWN | OTHER IMPAIRMENT | MISSING DATA |
|--------|--------|-----|----------|--------|---------|---------------------|-----------------|
| NUMBER | 1087 | 4 | 4 | 2 | 271 | 13 | 150 |
| %RESP | 78.71 | .29 | .29 | .14 | 19.52 | .94 | .68 |
| %TOTAL | 71.00 | .26 | .26 | .13 | 17.70 | .85 | 9.80 |

C-7

DISTRIBUTION, FIELD 36

PEDESTRIAN VISUAL OBSCUREMENTS

| | ANSWR NOT AVAILABLE | RAIN SNOW FOG | HEADLIGHT GLARE | PARKED VEHICLE | MOVING VEHICLE | ROADSIDE ITEM | ROADWAY GEOMETRY | OTHER | VISION NOT OBSCURED |
|--------|------------------------|------------------|--------------------|-------------------|-------------------|------------------|---------------------|-------|------------------------|
| NUMBER | 580 | 20 | 3 | 68 | 15 | 12 | 8 | 24 | 801 |
| %RESP | 37.88 | 1.31 | .20 | 4.44 | .98 | .78 | .52 | 1.57 | 52.32 |

DISTRIBUTION, FIELD 37

| | | DRIVER VISUAL OBSCUREMENTS | | | | | | | | | |
|--------|--|----------------------------|------------------|-------------------|--------------------|-------------------------|-------------------|-------------------|------------------|---------------------|-------|
| | | ANSWR NOT AVAILABLE | RAIN SNOW FOG | GLARE FROM SUN | HEADLIGHT GLARE | WINDSHIELD OBSTRUCTD | PARKED VEHICLE | MOVING VEHICLE | ROADSIDE ITEM | ROADWAY GEOMETRY | OTHER |
| NUMBER | | 564 | 21 | 11 | 13 | 2 | 84 | 31 | 15 | 15 | 29 |
| %RESP | | 36.84 | 1.37 | .72 | .85 | .13 | 5.49 | 2.02 | .98 | .98 | 1.89 |
| | | VISION NOT OBSCURED | | | | | | | | | |
| NUMBER | | 746 | | | | | | | | | |
| %RESP | | 48.73 | | | | | | | | | |

DISTRIBUTION, FIELD 38

C-8

| | | PEDESTRIAN ACTION | | | | | | | | | |
|--------|--|-----------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|--------------------|--------------------|--------------------|
| | | CROSS AT INTERSECT | CROSS NOT INTERSECT | FRM BEHND PARK VEH | ON OR OFF SCHOL BUS | ON OR OFF OTHER VE1 | WALK ROWY WITH TRAF | WALK ROWY ASST TRAF | WORK ON VEHICLE | WORK IN ROADWAY | PLAY IN ROADWAY |
| NUMBER | | 247 | 533 | 71 | 21 | 33 | 145 | 65 | 47 | 29 | 49 |
| %RESP | | 16.16 | 34.88 | 4.65 | 1.37 | 2.16 | 9.49 | 4.25 | 3.08 | 1.90 | 3.21 |
| %TOTAL | | 16.13 | 34.81 | 4.64 | 1.37 | 2.16 | 9.47 | 4.25 | 3.07 | 1.89 | 3.20 |
| | | STAND IN ROADWAY | LYING IN ROADWAY | NOT IN ROADWAY | HITCH HIKING | OTHER | UNKNOWN | | | | |
| NUMBER | | 108 | 21 | 63 | 15 | 91 | 3 | | | | |
| %RESP | | 7.07 | 1.37 | 4.12 | .98 | 5.30 | .00 | | | | |
| %TOTAL | | 7.05 | 1.37 | 4.11 | .98 | 5.29 | .20 | | | | |

DISTRIBUTION, FIELD 39

VEHICLE DEFECT SITED BY INVESTIGATING OFFICER

| | NO | YES |
|--------|-------|------|
| NUMBER | 1435 | 36 |
| %RESP | 97.66 | 2.35 |

DISTRIBUTION, FIELD 40

| | VEHICLE ACTION | | | | | | | | | |
|--------|----------------------|----------------------|--------------------|------------------|----------------------|---------------------|--------------------|----------------------|--------|---------|
| | GO AHEAD STRAIGHT | MAKING RT. TURN | MAKING LFT TURN | MAKING U TURN | SLOWING STOPPING | START IN ROADWAY | START FROM RDWY | STOP IN TRAV LANE | PARKED | BACKING |
| NUMBER | 1180 | 35 | 34 | 5 | 23 | 29 | 17 | 5 | 1 | 47 |
| %RESP | 77.17 | 2.29 | 2.22 | .33 | 1.50 | 1.90 | 1.11 | .33 | .07 | 3.07 |
| %TOTAL | 77.07 | 2.29 | 2.22 | .33 | 1.50 | 1.89 | 1.11 | .33 | .07 | 3.07 |
| | PASSING | CHNG LANE MERGING | OUT OF CONTROL | WEAVING | DRIVE OFF ROADWAY | OTHER | UNKNOWN | | | |
| NUMBER | 36 | 18 | 42 | 13 | 27 | 15 | 2 | | | |
| %RESP | 2.49 | 1.18 | 2.75 | .85 | 1.77 | .98 | .00 | | | |
| %TOTAL | 2.48 | 1.18 | 2.74 | .85 | 1.76 | .98 | .13 | | | |

DISTRIBUTION, FIELD 41

6-C

| | WEATHER CONDITIONS | | | | | | | |
|--------|--------------------|--------|---------|---------|----------|----------------------|-------|---------|
| | CLEAR | CLOUDY | RAINING | SNOWING | SLEETING | REDUCED VISIBILIT | OTHER | UNKNOWN |
| NUMBER | 1146 | 257 | 68 | 30 | 2 | 23 | 2 | 3 |
| %RESP | 75.00 | 16.82 | 4.45 | 1.96 | .13 | 1.51 | .13 | .00 |
| %TOTAL | 74.85 | 16.79 | 4.44 | 1.96 | .13 | 1.50 | .13 | .20 |

DISTRIBUTION, FIELD 43

| | ROAD SURFACE CONDITION | | | | | | |
|--------|------------------------|-------|------|------|-------|-------|---------|
| | DRY | WET | SNOW | ICE | SLJSH | OTHER | UNKNOWN |
| NUMBER | 1309 | 159 | 20 | 33 | 1 | 6 | 3 |
| %RESP | 85.67 | 10.41 | 1.31 | 2.16 | .07 | .39 | .00 |
| %TOTAL | 85.50 | 10.39 | 1.31 | 2.16 | .07 | .39 | .20 |

DISTRIBUTION, FIELD 45

TEMPERATURE

| | ANSWR NOT AVAILABLE | 1 DEGREES | 5 DEGREES | 6 DEGREES | 8 DEGREES | 10 DEGREES | 12 DEGREES | 15 DEGREES | 18 DEGREES | 20 DEGREES |
|--------|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 7 | 2 | 1 | 1 | 1 | 4 | 1 | 1 | 2 | 19 |
| XRESP | .49 | .14 | .07 | .07 | .07 | .28 | .07 | .07 | .14 | 1.34 |
| XTOTAL | .46 | .13 | .07 | .07 | .07 | .26 | .07 | .07 | .13 | 1.24 |
| | 21 DEGREES | 22 DEGREES | 23 DEGREES | 24 DEGREES | 25 DEGREES | 26 DEGREES | 27 DEGREES | 28 DEGREES | 29 DEGREES | 30 DEGREES |
| NUMBER | 1 | 2 | 3 | 1 | 28 | 1 | 5 | 7 | 1 | 30 |
| XRESP | .07 | .14 | .21 | .07 | 1.97 | .07 | .35 | .49 | .07 | 2.11 |
| XTOTAL | .07 | .13 | .20 | .07 | 1.83 | .07 | .33 | .46 | .07 | 1.96 |
| | 31 DEGREES | 32 DEGREES | 33 DEGREES | 34 DEGREES | 35 DEGREES | 38 DEGREES | 39 DEGREES | 40 DEGREES | 41 DEGREES | 42 DEGREES |
| NUMBER | 1 | 8 | 3 | 5 | 32 | 12 | 3 | 64 | 1 | 2 |
| XRESP | .07 | .56 | .21 | .35 | 2.25 | .84 | .21 | 4.50 | .07 | .14 |
| XTOTAL | .07 | .52 | .20 | .33 | 2.09 | .78 | .20 | 4.18 | .07 | .13 |
| | 44 DEGREES | 45 DEGREES | 46 DEGREES | 48 DEGREES | 50 DEGREES | 51 DEGREES | 52 DEGREES | 53 DEGREES | 55 DEGREES | 56 DEGREES |
| NUMBER | 2 | 64 | 1 | 5 | 127 | 2 | 4 | 2 | 92 | 1 |
| XRESP | .14 | 4.50 | .07 | .35 | 8.93 | .14 | .28 | .14 | 6.47 | .07 |
| XTOTAL | .13 | 4.18 | .07 | .33 | 8.30 | .13 | .26 | .13 | 6.01 | .07 |
| | 57 DEGREES | 58 DEGREES | 59 DEGREES | 60 DEGREES | 62 DEGREES | 63 DEGREES | 64 DEGREES | 65 DEGREES | 66 DEGREES | 67 DEGREES |
| NUMBER | 4 | 6 | 3 | 136 | 3 | 3 | 5 | 118 | 1 | 2 |
| XRESP | .28 | .42 | .21 | 9.56 | .21 | .21 | .35 | 8.30 | .07 | .14 |
| XTOTAL | .26 | .39 | .20 | 8.88 | .20 | .20 | .33 | 7.71 | .07 | .13 |
| | 68 DEGREES | 69 DEGREES | 70 DEGREES | 71 DEGREES | 72 DEGREES | 73 DEGREES | 74 DEGREES | 75 DEGREES | 76 DEGREES | 77 DEGREES |
| NUMBER | 18 | 2 | 178 | 6 | 9 | 2 | 8 | 99 | 7 | 1 |
| XRESP | 1.27 | .14 | 12.52 | .42 | .53 | .14 | .56 | 6.96 | .49 | .07 |
| XTOTAL | 1.18 | .13 | 11.63 | .39 | .59 | .13 | .52 | 6.47 | .46 | .07 |
| | 78 DEGREES | 80 DEGREES | 81 DEGREES | 82 DEGREES | 83 DEGREES | 84 DEGREES | 85 DEGREES | 86 DEGREES | 87 DEGREES | 88 DEGREES |
| NUMBER | 20 | 113 | 2 | 4 | 2 | 2 | 60 | 1 | 1 | 6 |
| XRESP | 1.41 | 7.95 | .14 | .28 | .14 | .14 | 4.22 | .07 | .07 | .42 |
| XTOTAL | 1.31 | 7.38 | .13 | .26 | .13 | .13 | 3.92 | .07 | .07 | .39 |
| | 89 DEGREES | 90 DEGREES | 92 DEGREES | 94 DEGREES | 95 DEGREES | 97 DEGREES | 99 DEGREES | UNKNOWN | | |
| NUMBER | 1 | 38 | 2 | 1 | 6 | 1 | 2 | 109 | | |
| XRESP | .07 | 2.67 | .14 | .07 | .42 | .07 | .14 | .00 | | |
| XTOTAL | .07 | 2.48 | .13 | .07 | .39 | .07 | .13 | 7.12 | | |

C-10

DISTRIBUTION, FIELD 47

| | LIGHTING | | | | | | | | | |
|--------|----------|----------|------------------|------------------|------------------|------------------|------------------|------------------|-------|---------|
| | DAYLIGHT | TWILIGHT | DARK NO LIGHT | DARK BACK LGT | DARK SPOT LGT | DARK CONT LGT | DARK LEFT 500 | DARK APPR 500 | OTHER | UNKNOWN |
| NUMBER | 927 | 83 | 293 | 63 | 56 | 88 | 5 | 7 | 6 | 3 |
| XRESP | 60.67 | 5.43 | 19.18 | 4.12 | 3.66 | 5.76 | .33 | .46 | .39 | .00 |
| XTOTAL | 60.55 | 5.42 | 19.14 | 4.11 | 3.66 | 5.75 | .33 | .46 | .39 | .20 |

DISTRIBUTION, FIELD 49

| | TEMPORARY HAZARD IN ROADWAY | | | | | | | | | |
|--------|-----------------------------|-----|-------------------|----------------|----------------|---------------------|-----------------|-------------------|-------|-------|
| | MUD | OIL | OTHER MATERIAL | DEAD ANIMAL | LIVE ANIMAL | DISABLED VEHICLE | OTHER OBJECT | CONSTRUCT SITE | OTHER | NONE |
| NUMBER | 7 | 1 | 7 | 1 | 7 | 57 | 1 | 29 | 27 | 1292 |
| XRESP | .46 | .07 | .46 | .07 | .46 | 3.76 | .07 | 1.91 | 1.78 | 85.22 |
| XTOTAL | .46 | .07 | .46 | .07 | .46 | 3.72 | .07 | 1.89 | 1.76 | 84.39 |

| | STOPPED VEHICLE | UNKNOWN |
|--------|--------------------|---------|
| NUMBER | 87 | 15 |
| XRESP | 5.74 | .00 |
| XTOTAL | 5.68 | .90 |

C-11

DISTRIBUTION, FIELD 51

| | PEDESTRIAN ACTIVITY PREINVOLVEMENT ACCORDING TO PEDESTRIAN | | | | | |
|--------|---|----------------|-----------------------|--------------------|------------------------|---------|
| | ANSWR NOT AVAILABLE | CROSS ALONE | CROSS W/ OTHER PED | NOT CROSS ALONE | NOT CROSS OTHER PED | UNKNOWN |
| NUMBER | 6 | 222 | 89 | 221 | 186 | 807 |
| XRESP | .83 | 30.66 | 12.29 | 30.52 | 25.69 | .00 |
| XTOTAL | .39 | 14.50 | 5.81 | 14.44 | 12.15 | 52.71 |

DISTRIBUTION, FIELD 52

| PEDESTRIAN ACTIVITY COLLISION COURSE ACCORDING TO PEDESTRIAN | | | | | | |
|---|------------------------|----------------|-----------------------|--------------------|------------------------|---------|
| | ANSWR NOT AVAILABLE | CROSS ALONE | CROSS W/ OTHER PED | NOT CROSS ALONE | NOT CROSS OTHER PED | UNKNOWN |
| | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 5 | 339 | 92 | 168 | 121 | 806 |
| %RESP | .69 | 46.76 | 12.69 | 23.17 | 16.69 | .00 |
| %TOTAL | .33 | 22.14 | 6.01 | 10.97 | 7.90 | 52.65 |

DISTRIBUTION, FIELD 53

| PEDESTRIAN ACTIVITY PREINVOLVEMENT ACCORDING TO PEDESTRIAN | | | | | | | | | | |
|---|------------------------|---------|---------|-----------|--------------------|----------------------|----------------------|----------------------|-------|---------|
| | ANSWR NOT AVAILABLE | AT WORK | AT PLAY | HITCHHIKE | WORK ON VEHICLE | IN OR OUT VEHICLE | FLAG DOWN VEHICLE | STANDING NOT MOVE | OTHER | UNKNOWN |
| | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 4 | 27 | 100 | 9 | 28 | 23 | 15 | 43 | 8 | 1274 |
| %RESP | 1.56 | 10.51 | 38.91 | 3.50 | 10.99 | 8.95 | 5.84 | 16.73 | 3.11 | .00 |
| %TOTAL | .26 | 1.76 | 6.53 | .59 | 1.93 | 1.50 | .98 | 2.81 | .52 | 83.21 |

C-12

DISTRIBUTION, FIELD 54

| PEDESTRIAN ACTIVITY COLLISION COURSE ACCORDING TO PEDESTRIAN | | | | | | | | | | |
|---|------------------------|---------|---------|-----------|--------------------|----------------------|----------------------|----------------------|-------|---------|
| | ANSWR NOT AVAILABLE | AT WORK | AT PLAY | HITCHHIKE | WORK ON VEHICLE | IN OR OUT VEHICLE | FLAG DOWN VEHICLE | STANDING NOT MOVE | OTHER | UNKNOWN |
| | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 3 | 27 | 92 | 7 | 24 | 16 | 12 | 45 | 10 | 1295 |
| %RESP | 1.27 | 11.44 | 38.98 | 2.97 | 10.17 | 6.78 | 5.08 | 19.07 | 4.24 | .00 |
| %TOTAL | .20 | 1.76 | 6.01 | .46 | 1.57 | 1.05 | .78 | 2.94 | .65 | 84.59 |

DISTRIBUTION, FIELD 57

DRIVER ACTIVITY
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | PROCEED NORM CAUT | PROCEED SPEC CAUT | PROCEED LACK CAUT | UNKNOWN |
|--------|------------------------|----------------------|----------------------|----------------------|---------|
| NUMBER | 171 | 268 | 51 | 190 | 861 |
| %RESP | 25.52 | 40.00 | 7.61 | 26.97 | .00 |
| %TOTAL | 11.17 | 17.50 | 3.33 | 11.76 | 56.24 |

DISTRIBUTION, FIELD 58

DRIVER ACTIVITY
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | PROCEED NORM CAUT | PROCEED SPEC CAUT | PROCEED LACK CAUT | UNKNOWN |
|--------|------------------------|----------------------|----------------------|----------------------|---------|
| NUMBER | 165 | 224 | 61 | 218 | 863 |
| %RESP | 24.70 | 33.53 | 9.13 | 32.63 | .00 |
| %TOTAL | 10.78 | 14.63 | 3.98 | 14.24 | 56.37 |

C-14

DISTRIBUTION, FIELD 59

PEDESTRIAN MOVEMENT CHARACTERISTICS
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | WALKING NORMALLY | WALKING SLOWLY | WALKING RAPIDLY | STANDING NOT MOVE | LYING DOWN | RUNNING | STUMBLING OR FALL | OTHER | UNKNOWN |
|--------|------------------------|---------------------|-------------------|--------------------|----------------------|---------------|---------|----------------------|-------|---------|
| NUMBER | 12 | 270 | 31 | 41 | 172 | 4 | 143 | 3 | 51 | 805 |
| %RESP | 1.65 | 37.19 | 4.27 | 5.65 | 23.59 | .55 | 19.70 | .41 | 6.89 | .00 |
| %TOTAL | .78 | 17.64 | 2.02 | 2.68 | 11.23 | .26 | 9.34 | .20 | 3.27 | 52.58 |

DISTRIBUTION, FIELD 60

PEDESTRIAN MOVEMENT CHARACTERISTICS
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | WALKING NORMALLY | WALKING SLOWLY | WALKING RAPIDLY | STANDING NOT MOVE | LYING DOWN | RUNNING | STUMBLING OR FALL | OTHER | UNKNOWN |
|--------|------------------------|---------------------|-------------------|--------------------|----------------------|---------------|---------|----------------------|-------|---------|
| NUMBER | 13 | 223 | 31 | 44 | 106 | 4 | 234 | 19 | 52 | 805 |
| %RESP | 1.79 | 30.72 | 4.27 | 6.06 | 14.60 | .55 | 32.23 | 2.62 | 7.16 | .00 |
| %TOTAL | .85 | 14.57 | 2.02 | 2.87 | 6.92 | .26 | 15.28 | 1.24 | 3.40 | 52.58 |

DISTRIBUTION, FIELD 61

VEHICLE MOVEMENT CHARACTERISTICS
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | SUSTAIN SPEED | ACCEL RATN | DECEL RATN | PARKING | STOPPED | EXCESSIVE SPEEDING | OUT OF CONTROL | ERRATIC WEAVING | OTHER |
|--------|------------------------|------------------|------------|------------|---------|---------|-----------------------|-------------------|--------------------|-------|
| NUMBER | 206 | 280 | 61 | 41 | 3 | 59 | 19 | 9 | 2 | 6 |
| %RESP | 30.03 | 40.82 | 8.89 | 5.98 | .44 | 8.60 | 2.77 | 1.31 | .29 | .87 |
| %TOTAL | 13.46 | 18.29 | 3.98 | 2.68 | .20 | 3.85 | 1.24 | .59 | .13 | .39 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 845 |
| %RESP | .00 |
| %TOTAL | 55.19 |

DISTRIBUTION, FIELD 62

VEHICLE MOVEMENT CHARACTERISTICS
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | SUSTAIN SPEED | ACCEL RATN | DECEL RATN | STOPPED | EXCESSIVE SPEEDING | OUT OF CONTROL | ERRATIC WEAVING | OTHER | UNKNOWN |
|--------|------------------------|------------------|------------|------------|---------|-----------------------|-------------------|--------------------|-------|---------|
| NUMBER | 182 | 153 | 99 | 186 | 5 | 17 | 27 | 5 | 14 | 843 |
| %RESP | 26.45 | 22.24 | 14.39 | 27.03 | .73 | 2.47 | 3.92 | .73 | 2.03 | .00 |
| %TOTAL | 11.89 | 9.99 | 6.47 | 12.15 | .33 | 1.11 | 1.76 | .33 | .91 | 55.06 |

DISTRIBUTION, FIELD 63

PEDESTRIAN ACTIVITY
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | CROSS ALONE | CROSS W/ OTHER PED | NOT CROSS ALONE | NOT CROSS OTHER PED | UNKNOWN |
|--------|------------------------|----------------|-----------------------|--------------------|------------------------|---------|
| NUMBER | 79 | 252 | 65 | 210 | 165 | 760 |
| %RESP | 10.25 | 32.68 | 8.43 | 27.24 | 21.40 | .00 |
| %TOTAL | 5.16 | 16.46 | 4.25 | 13.72 | 10.78 | 49.64 |

DISTRIBUTION, FIELD 64

PEDESTRIAN ACTIVITY
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | CROSS ALONE | CROSS W/ OTHER PED | NOT CROSS ALONE | NOT CROSS OTHER PED | UNKNOWN |
|--------|------------------------|----------------|-----------------------|--------------------|------------------------|---------|
| NUMBER | 42 | 409 | 76 | 150 | 99 | 755 |
| %RESP | 5.41 | 52.71 | 9.79 | 19.33 | 12.76 | .00 |
| %TOTAL | 2.74 | 26.71 | 4.96 | 9.80 | 6.47 | 49.31 |

C-16

DISTRIBUTION, FIELD 65

PEDESTRIAN ACTIVITY
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | AT WORK | AT PLAY | HITCHHIKE | WORK ON VEHICLE | IN OR OUT VEHICLE | FLAG DOWN VEHICLE | STANDING NOT MOVE | OTHER | UNKNOWN |
|--------|------------------------|---------|---------|-----------|--------------------|----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 37 | 29 | 109 | 8 | 22 | 15 | 14 | 27 | 7 | 1263 |
| %RESP | 13.81 | 10.82 | 40.67 | 2.99 | 8.21 | 5.60 | 5.22 | 10.07 | 2.61 | .00 |
| %TOTAL | 2.42 | 1.89 | 7.12 | .52 | 1.44 | .98 | .91 | 1.76 | .46 | 82.50 |

DISTRIBUTION, FIELD 66

PEDESTRIAN ACTIVITY
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | AT WORK | AT PLAY | HITCHHIKE | WORK ON VEHICLE | IN OR OUT VEHICLE | FLAG DOWN VEHICLE | STANDING NOT MOVE | OTHER | UNKNOWN |
|--------|------------------------|---------|---------|-----------|--------------------|----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 24 | 28 | 105 | 5 | 20 | 9 | 11 | 36 | 12 | 1287 |
| %RESP | 9.84 | 11.48 | 43.03 | 2.05 | 8.20 | 3.69 | 4.51 | 12.30 | 4.92 | .00 |
| %TOTAL | 1.57 | 1.83 | 6.86 | .33 | 1.31 | .59 | .72 | 1.96 | .78 | 84.06 |

DISTRIBUTION, FIELD 67

PEDESTRIAN ACTIVITY
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | IN ROUTE | GOING TO VEHICLE | COME FROM VEHICLE | GOING TO SCHOOL | COME FROM SCHOOL | TO/FROM VENDOR | TO/FROM SCHOL BUS | TO/FROM MAILBOX | OTHER |
|--------|------------------------|----------|---------------------|----------------------|--------------------|---------------------|-------------------|----------------------|--------------------|-------|
| NUMBER | 49 | 298 | 11 | 17 | 21 | 26 | 8 | 18 | 10 | 13 |
| %RESP | 10.40 | 63.27 | 2.34 | 3.61 | 4.46 | 5.52 | 1.70 | 3.82 | 2.12 | 2.76 |
| %TOTAL | 3.20 | 19.46 | .72 | 1.11 | 1.37 | 1.70 | .52 | 1.18 | .65 | .85 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 1060 |
| %RESP | .00 |
| %TOTAL | 69.24 |

DISTRIBUTION, FIELD 68

PEDESTRIAN ACTIVITY
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | IN ROUTE | GOING TO VEHICLE | COME FROM VEHICLE | GOING TO SCHOOL | COME FROM SCHOOL | TO/FROM VENDOR | TO/FROM SCHOL BUS | TO/FROM MAILBOX | OTHER |
|--------|------------------------|----------|---------------------|----------------------|--------------------|---------------------|-------------------|----------------------|--------------------|-------|
| NUMBER | 40 | 342 | 15 | 10 | 23 | 21 | 7 | 15 | 14 | 15 |
| %RESP | 7.97 | 68.13 | 2.99 | 1.99 | 4.58 | 4.18 | 1.39 | 2.99 | 2.79 | 2.99 |
| %TOTAL | 2.61 | 22.34 | .98 | .65 | 1.50 | 1.37 | .46 | .98 | .91 | .98 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 1029 |
| %RESP | .00 |
| %TOTAL | 67.21 |

DISTRIBUTION, FIELD 69

DRIVER ACTIVITY
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | PROCEED NORM CAUT | PROCEED SPEC CAUT | PROCEED LACK CAUT | UNKNOWN |
|--------|------------------------|----------------------|----------------------|----------------------|---------|
| NUMBER | 5 | 604 | 146 | 26 | 750 |
| %RESP | .64 | 77.34 | 18.69 | 3.33 | .00 |
| %TOTAL | .33 | 39.45 | 9.54 | 1.70 | 48.99 |

DISTRIBUTION, FIELD 70

DRIVER ACTIVITY
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | PROCEED NORM CAUT | PROCEED SPEC CAUT | PROCEED LACK CAUT | UNKNOWN |
|--------|------------------------|----------------------|----------------------|----------------------|---------|
| NUMBER | 4 | 532 | 210 | 34 | 751 |
| %RESP | .51 | 68.21 | 25.92 | 4.36 | .00 |
| %TOTAL | .26 | 34.75 | 13.72 | 2.22 | 49.05 |

DISTRIBUTION, FIELD 71

PEDESTRIAN MOVEMENT CHARACTERISTICS
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | WALKING NORMALLY | WALKING SLOWLY | WALKING RAPIDLY | STANDING NOT MOVE | LYING DOWN | CRAWLING | RUNNING | STUMBLING OR FALL | OTHER |
|--------|------------------------|---------------------|-------------------|--------------------|----------------------|---------------|----------|---------|----------------------|-------|
| NUMBER | 119 | 170 | 38 | 29 | 145 | 7 | 2 | 192 | 3 | 53 |
| %RESP | 15.70 | 22.43 | 5.01 | 3.83 | 19.13 | .92 | .26 | 25.33 | .40 | 6.99 |
| %TOTAL | 7.77 | 11.10 | 2.48 | 1.89 | 9.47 | .46 | .13 | 12.54 | .20 | 3.46 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 773 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 50.49 | | | | | | | | | |

DISTRIBUTION, FIELD 72

PEDESTRIAN MOVEMENT CHARACTERISTICS
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | WALKING NORMALLY | WALKING SLOWLY | WALKING RAPIDLY | STANDING NOT MOVE | LYING DOWN | CRAWLING | RUNNING | STUMBLING OR FALL | OTHER |
|---------|------------------------|---------------------|-------------------|--------------------|----------------------|---------------|----------|---------|----------------------|-------|
| NUMBER | 60 | 128 | 35 | 33 | 71 | 7 | 3 | 351 | 25 | 56 |
| %RESP | 7.80 | 16.64 | 4.55 | 4.29 | 9.23 | .91 | .39 | 45.64 | 3.25 | 7.28 |
| %TOTAL | 3.92 | 8.36 | 2.29 | 2.16 | 4.64 | .46 | .20 | 22.93 | 1.63 | 3.66 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 762 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 49.77 | | | | | | | | | |

DISTRIBUTION, FIELD 73

VEHICLE MOVEMENT CHARACTERISTICS
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | SUSTAIN SPEED | ACCELRTN | DECELRTN | PARKING | STOPPED | EXCESSIVE SPEEDING | OTHER | UNKNOWN |
|--------|------------------------|------------------|----------|----------|---------|---------|-----------------------|-------|---------|
| NUMBER | 2 | 518 | 88 | 116 | 2 | 52 | 1 | 5 | 747 |
| %RESP | .20 | 66.67 | 11.22 | 14.80 | .26 | 6.53 | .13 | .64 | .00 |
| %TOTAL | .13 | 33.83 | 5.75 | 7.58 | .13 | 3.40 | .07 | .33 | 48.79 |

DISTRIBUTION, FIELD 74

VEHICLE MOVEMENT CHARACTERISTICS
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | SUSTAIN SPEED | ACCELRTN | DECELRTN | PARKING | STOPPED | EXCESSIVE SPEEDING | OUT OF CONTROL | ERRATIC WEAVING | OTHER |
|---------|------------------------|------------------|----------|----------|---------|---------|-----------------------|-------------------|--------------------|-------|
| NUMBER | 4 | 253 | 101 | 378 | 3 | 9 | 2 | 17 | 3 | 13 |
| %RESP | .51 | 32.31 | 12.90 | 48.28 | .38 | 1.15 | .26 | 2.17 | .38 | 1.66 |
| %TOTAL | .26 | 10.53 | 6.60 | 24.69 | .20 | .59 | .13 | 1.11 | .20 | .85 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 748 | | | | | | | | | |
| %RESP | .30 | | | | | | | | | |
| %TOTAL | 48.86 | | | | | | | | | |

DISTRIBUTION, FIELD 75

PEDESTRIAN ACTIVITY
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | CROSS ALONE | CROSS W/ OTHER PED | NOT CROSS ALONE | NOT CROSS OTHER PED | UNKNOWN |
|--------|------------------------|----------------|-----------------------|--------------------|------------------------|---------|
| NUMBER | 7 | 458 | 137 | 249 | 374 | 6 |
| %RESP | .46 | 30.03 | 8.98 | 36.00 | 24.52 | .00 |
| %TOTAL | .46 | 29.92 | 8.95 | 32.86 | 24.43 | .39 |

DISTRIBUTION, FIELD 76

PEDESTRIAN ACTIVITY
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | CROSS ALONE | CROSS W/ OTHER PED | NOT CROSS ALONE | NOT CROSS OTHER PED | UNKNOWN |
|--------|------------------------|----------------|-----------------------|--------------------|------------------------|---------|
| NUMBER | 4 | 772 | 153 | 384 | 212 | 6 |
| %RESP | .26 | 50.62 | 10.03 | 25.18 | 13.90 | .00 |
| %TOTAL | .26 | 50.42 | 9.99 | 25.08 | 13.82 | .39 |

C-20

DISTRIBUTION, FIELD 77

PEDESTRIAN ACTIVITY
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | AT WORK | AT PLAY | HITCHHIKE | WORK ON VEHICLE | IN OR OUT VEHICLE | FLAG DOWN VEHICLE | STANDING NOT MOVE | OTHER | UNKNOWN |
|--------|------------------------|---------|---------|-----------|--------------------|----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 1 | 63 | 215 | 23 | 50 | 42 | 30 | 88 | 19 | 930 |
| %RESP | .18 | 11.65 | 39.74 | 4.25 | 11.09 | 7.76 | 5.55 | 16.27 | 3.51 | .32 |
| %TOTAL | .07 | 4.11 | 14.04 | 1.50 | 3.92 | 2.74 | 1.95 | 5.72 | 1.24 | 64.60 |

DISTRIBUTION, FIELD 78

PEDESTRIAN ACTIVITY
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | AT WORK | AT PLAY | HITCHHIKE | WORK ON VEHICLE | IN OR OUT VEHICLE | FLAG DOWN VEHICLE | STANDING NOT MOVE | OTHER | UNKNOWN |
|--------|------------------------|---------|---------|-----------|--------------------|----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 1 | 61 | 202 | 18 | 53 | 26 | 29 | 86 | 24 | 1031 |
| %RESP | .20 | 12.20 | 40.40 | 3.60 | 10.50 | 5.20 | 5.80 | 17.20 | 4.80 | .00 |
| %TOTAL | .07 | 3.98 | 13.19 | 1.18 | 3.46 | 1.70 | 1.89 | 5.62 | 1.57 | 67.34 |

DISTRIBUTION, FIELD 79

PEDESTRIAN ACTIVITY
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | IN ROUTE | GOING TO VEHICLE | COME FROM VEHICLE | GOING TO SCHOOL | COME FROM SCHOOL | TO/FROM VENDOR | TO/FROM SCHOL BUS | TO/FROM MAILBOX | OTHER |
|--------|------------------------|----------|---------------------|----------------------|--------------------|---------------------|-------------------|----------------------|--------------------|-------|
| NUMBER | 7 | 699 | 33 | 52 | 35 | 47 | 22 | 39 | 19 | 26 |
| %RESP | .72 | 71.40 | 3.37 | 5.31 | 3.58 | 4.80 | 2.25 | 3.98 | 1.94 | 2.66 |
| %TOTAL | .46 | 45.66 | 2.16 | 3.40 | 2.29 | 3.07 | 1.44 | 2.55 | 1.24 | 1.70 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 552 |
| %RESP | .30 |
| %TOTAL | 36.05 |

DISTRIBUTION, FIELD 80

PEDESTRIAN ACTIVITY
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | IN ROUTE | GOING TO VEHICLE | COME FROM VEHICLE | GOING TO SCHOOL | COME FROM SCHOOL | TO/FROM VENDOR | TO/FROM SCHOL BUS | TO/FROM MAILBOX | OTHER |
|--------|------------------------|----------|---------------------|----------------------|--------------------|---------------------|-------------------|----------------------|--------------------|-------|
| NUMBER | 8 | 765 | 40 | 24 | 41 | 34 | 21 | 32 | 22 | 33 |
| %RESP | .78 | 75.00 | 3.92 | 2.35 | 4.02 | 3.33 | 2.06 | 3.14 | 2.16 | 3.24 |
| %TOTAL | .52 | 49.97 | 2.61 | 1.57 | 2.58 | 2.22 | 1.37 | 2.09 | 1.44 | 2.16 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 511 |
| %RESP | .00 |
| %TOTAL | 33.38 |

DISTRIBUTION, FIELD 81

DRIVER ACTIVITY
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | PROCEED NORM CAUT | PROCEED SPEC CAUT | PROCEED LACK CAUT | UNKNOWN |
|--------|------------------------|----------------------|----------------------|----------------------|---------|
| NUMBER | 18 | 979 | 161 | 323 | 50 |
| %RESP | 1.22 | 66.10 | 10.87 | 21.91 | .00 |
| %TOTAL | 1.18 | 63.95 | 10.52 | 21.10 | 3.27 |

DISTRIBUTION, FIELD 82

DRIVER ACTIVITY
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | PROCEED NORM CAUT | PROCEED SPEC CAUT | PROCEED LACK CAUT | UNKNOWN |
|--------|------------------------|----------------------|----------------------|----------------------|---------|
| NUMBER | 16 | 839 | 230 | 396 | 50 |
| %RESP | 1.08 | 56.65 | 15.53 | 26.74 | .00 |
| %TOTAL | 1.05 | 54.80 | 15.02 | 25.87 | 3.27 |

C-22

DISTRIBUTION, FIELD 83

PEDESTRIAN MOVEMENT CHARACTERISTICS
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | WALKING NORMALLY | WALKING SLOWLY | WALKING RAPIDLY | STANDING NOT MOVE | LYING DOWN | CRAWLING | RUNNING | STUMBLING OR FALL | OTHER |
|--------|------------------------|---------------------|-------------------|--------------------|----------------------|---------------|----------|---------|----------------------|-------|
| NUMBER | 21 | 464 | 75 | 63 | 379 | 17 | 4 | 371 | 14 | 108 |
| %RESP | 1.39 | 30.79 | 4.98 | 4.18 | 24.55 | 1.13 | .27 | 24.62 | .93 | 7.17 |
| %TOTAL | 1.37 | 30.31 | 4.90 | 4.11 | 24.17 | 1.11 | .26 | 24.23 | .91 | 7.05 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 24 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 1.57 | | | | | | | | | |

DISTRIBUTION, FIELD 86

VEHICLE MOVEMENT CHARACTERISTICS
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | SUSTAIN SPEED | ACCELRTN | DECELRTN | PARKING | STOPPED | EXCESSIVE SPEEDING | OUT OF CONTROL | ERRATIC WEAVING | OTHER |
|---------|------------------------|------------------|----------|----------|---------|---------|-----------------------|-------------------|--------------------|-------|
| NUMBER | 8 | 538 | 183 | 582 | 5 | 10 | 35 | 94 | 17 | 28 |
| %RESP | .53 | 35.84 | 12.19 | 38.77 | .33 | .67 | 2.40 | 6.26 | 1.13 | 1.87 |
| %TOTAL | .52 | 35.14 | 11.95 | 38.01 | .33 | .65 | 2.35 | 6.14 | 1.11 | 1.83 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 30 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 1.96 | | | | | | | | | |

DISTRIBUTION, FIELD 87

PEDESTRIAN DIRECTION OF MOVEMENT
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | ACROSS ROADWAY | ALG RDWY W/TRAFFIC | ALG RDWY AGNT TRAF | ACRS RDWY TOWARD V1 | ACRS RDWY ANYFRM V1 | NOT MOVING | TOWARDS ROADWAY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|-----------------------|-----------------------|------------------------|------------------------|---------------|--------------------|-------|---------|
| NUMBER | 14 | 243 | 109 | 50 | 12 | 12 | 193 | 63 | 28 | 807 |
| %RESP | 1.93 | 33.56 | 15.06 | 6.91 | 1.66 | 1.66 | 26.65 | 8.70 | 3.87 | .00 |
| %TOTAL | .91 | 15.87 | 7.12 | 3.27 | .78 | .78 | 12.61 | 4.11 | 1.83 | 52.71 |

DISTRIBUTION, FIELD 88

PEDESTRIAN DIRECTION OF MOVEMENT
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | ACROSS ROADWAY | ALG RDWY W/TRAFFIC | ALG RDWY AGNT TRAF | ACRS RDWY TOWARD V1 | ACRS RDWY ANYFRM V1 | NOT MOVING | TOWARDS ROADWAY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|-----------------------|-----------------------|------------------------|------------------------|---------------|--------------------|-------|---------|
| NUMBER | 9 | 383 | 80 | 39 | 26 | 23 | 125 | 7 | 34 | 805 |
| %RESP | 1.24 | 52.75 | 11.02 | 5.37 | 3.58 | 3.17 | 17.22 | .96 | 4.68 | .00 |
| %TOTAL | .59 | 25.02 | 5.23 | 2.55 | 1.70 | 1.50 | 8.16 | .46 | 2.22 | 52.58 |

C-24

DISTRIBUTION, FIELD 91

| | | PEDESTRIAN LOCATION PREINVOLVEMENT ACCORDING TO PEDESTRIAN | | | | | | | | | |
|--------|-------|---|------------------------|------------------------|------------------------|-----------------------|--------------------|----------------------|-----------------------|------------------------|-------|
| | | ANSWR NOT AVAILABLE | ON ROADWY NOT CRSWK | ON RDW IN MRKU CRWK | ON ROADWY AT INTERS | ON ROADWY SHOULDER | ON THE SIDEWALK | ON CURB OR GUTTER | IN A YARD OR FIELD | PRKNG LOT OR DRVWAY | OTHER |
| NUMBER | 12 | 312 | 31 | 41 | 149 | 46 | 17 | 43 | 54 | 21 | |
| %RESP | 1.65 | 42.98 | 4.27 | 5.65 | 20.52 | 6.34 | 2.34 | 5.92 | 7.44 | 2.89 | |
| %TOTAL | .78 | 20.38 | 2.02 | 2.68 | 9.73 | 3.00 | 1.11 | 2.81 | 3.53 | 1.37 | |
| | | UNKNOWN | | | | | | | | | |
| NUMBER | 805 | | | | | | | | | | |
| %RESP | .00 | | | | | | | | | | |
| %TOTAL | 52.58 | | | | | | | | | | |

C-26

DISTRIBUTION, FIELD 92

| | | PEDESTRIAN LOCATION COLLISION COURSE ACCORDING TO PEDESTRIAN | | | | | | | | | |
|--------|-------|---|------------------------|------------------------|------------------------|-----------------------|--------------------|----------------------|-----------------------|------------------------|-------|
| | | ANSWR NOT AVAILABLE | ON ROADWY NOT CRSWK | ON RDW IN MRKU CRWK | ON ROADWY AT INTERS | ON ROADWY SHOULDER | ON THE SIDEWALK | ON CURB OR GUTTER | IN A YARD OR FIELD | PRKNG LOT OR DRVWAY | OTHER |
| NUMBER | 11 | 465 | 48 | 58 | 83 | 4 | 7 | 11 | 27 | 12 | |
| %RESP | 1.52 | 64.05 | 6.61 | 7.99 | 11.43 | .55 | .96 | 1.52 | 3.72 | 1.05 | |
| %TOTAL | .72 | 30.37 | 3.14 | 3.79 | 5.42 | .26 | .46 | .72 | 1.76 | .78 | |
| | | UNKNOWN | | | | | | | | | |
| NUMBER | 805 | | | | | | | | | | |
| %RESP | .00 | | | | | | | | | | |
| %TOTAL | 52.58 | | | | | | | | | | |

DISTRIBUTION, FIELD 93

VEHICLE LOCATION
PRE-INVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | RT SIDE OF ROADWY | LEFT SIDE OF ROADWY | MID PT RD NO CNTRLN | STRADLING CENTRLINE | WRNG SIDE OF ROADWY | ON THE SHOULDER | OTHER | UNKNOWN |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|------------------------|--------------------|-------|---------|
| NUMBER | 117 | 474 | 28 | 28 | 4 | 7 | 17 | 28 | 828 |
| %RESP | 16.64 | 67.43 | 3.98 | 3.98 | .57 | 1.00 | 2.42 | 3.98 | .00 |
| %TOTAL | 7.64 | 30.96 | 1.83 | 1.83 | .26 | .46 | 1.11 | 1.83 | 54.08 |

C-27

DISTRIBUTION, FIELD 94

VEHICLE LOCATION
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | RT SIDE OF ROADWY | LEFT SIDE OF ROADWY | MID PT RD NO CNTRLN | STRADLING CENTRLINE | WRNG SIDE OF ROADWY | ON THE SIDEWALK | ON THE SHOULDER | ON THE MEDIAN | OTHER |
|---------|------------------------|----------------------|------------------------|------------------------|------------------------|------------------------|--------------------|--------------------|------------------|-------|
| NUMBER | 82 | 430 | 34 | 28 | 14 | 21 | 2 | 54 | 1 | 39 |
| %RESP | 11.63 | 60.99 | 4.82 | 3.97 | 1.99 | 2.98 | .28 | 7.66 | .14 | 5.53 |
| %TOTAL | 5.36 | 28.09 | 2.22 | 1.83 | .91 | 1.37 | .13 | 3.53 | .07 | 2.55 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 826 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 53.95 | | | | | | | | | |

DISTRIBUTION, FIELD 97

DRIVER DIRECTION OF ATTENTION
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | DOWN | SEARCH ACTIVITY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|--------|------------------|--------------------|-------------------|------|--------------------|-------|---------|
| NUMBER | 344 | 216 | 10 | 3 | 7 | 13 | 1 | 41 | 5 | 891 |
| %RESP | 53.75 | 33.75 | 1.56 | .47 | 1.09 | 2.03 | .16 | 6.41 | .78 | .00 |
| %TOTAL | 22.47 | 14.11 | .65 | .20 | .66 | .85 | .07 | 2.68 | .33 | 58.20 |

DISTRIBUTION, FIELD 98

DRIVER DIRECTION OF ATTENTION
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | DOWN | SEARCH ACTIVITY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|--------|------------------|--------------------|-------------------|------|--------------------|-------|---------|
| NUMBER | 331 | 248 | 6 | 1 | 9 | 13 | 3 | 22 | 7 | 891 |
| %RESP | 51.72 | 38.75 | .94 | .16 | 1.41 | 2.03 | .47 | 3.44 | 1.09 | .00 |
| %TOTAL | 21.62 | 16.20 | .39 | .07 | .59 | .85 | .20 | 1.44 | .46 | 58.20 |

C-29

DISTRIBUTION, FIELD 99

PEDESTRIAN DIRECTION OF MOVEMENT
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | ACROSS ROADWAY | ALG RDWY W/TRAFFIC | ALG RDWY AGNT TRAF | ACRS RDWY TOWARD V1 | ACRS RDWY AWYFRM V1 | NOT MOVING | TOWARDS ROADWAY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|-----------------------|-----------------------|------------------------|------------------------|---------------|--------------------|-------|---------|
| NUMBER | 103 | 241 | 99 | 41 | 15 | 14 | 152 | 65 | 28 | 773 |
| %RESP | 13.59 | 31.79 | 13.06 | 5.41 | 1.98 | 1.85 | 20.05 | 8.58 | 3.69 | .00 |
| %TOTAL | 6.73 | 15.74 | 6.47 | 2.68 | .98 | .91 | 9.93 | 4.25 | 1.83 | 50.49 |

DISTRIBUTION, FIELD 100

PEDESTRIAN DIRECTION OF MOVEMENT
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | ACROSS ROADWAY | ALG RDWY W/TRAFFIC | ALG RDWY AGNT TRAF | ACRS RDWY TOWARD V1 | ACRS RDWY AWYFRM V1 | NJT MOVING | TOWARDS ROADWAY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|-----------------------|-----------------------|------------------------|------------------------|---------------|--------------------|-------|---------|
| NUMBER | 43 | 436 | 71 | 31 | 38 | 28 | 88 | 11 | 23 | 762 |
| %RESP | 5.59 | 56.70 | 9.23 | 4.03 | 4.94 | 3.64 | 11.44 | 1.43 | 2.99 | .00 |
| %TOTAL | 2.81 | 28.48 | 4.64 | 2.02 | 2.48 | 1.83 | 5.75 | .72 | 1.50 | 49.77 |

C-30

DISTRIBUTION, FIELD 101

VEHICLE DIRECTION OF MOVEMENT
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | GOING STRAIGHT | TURNING RIGHT | TURNING LEFT | CHANGING LANES | NEGOTIATN CURVE | PASSING OTHER VEH | BACKING UP | STOPPED | OTHER |
|---------|------------------------|-------------------|------------------|-----------------|-------------------|--------------------|----------------------|---------------|---------|-------|
| NUMBER | 6 | 638 | 14 | 11 | 11 | 23 | 11 | 25 | 42 | 5 |
| %RESP | .76 | 81.17 | 1.78 | 1.40 | 1.40 | 2.93 | 1.40 | 3.18 | 5.34 | .04 |
| %TOTAL | .39 | 41.67 | .91 | .72 | .72 | 1.50 | .72 | 1.63 | 2.74 | .33 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 745 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 48.66 | | | | | | | | | |

DISTRIBUTION, FIELD 104

PEDESTRIAN LOCATION
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | ON ROADWY NOT CRSWK | ON RDW IN MRKD CRWK | ON ROADWY AT INTERS | ON ROADWY SHOULDER | ON THE SIDEWALK | ON CURB OR GUTTER | IN A YARD OR FIELD | PRKNG LOT OR DRVWAY | OTHER |
|--------|------------------------|------------------------|------------------------|------------------------|-----------------------|--------------------|----------------------|-----------------------|------------------------|-------|
| NUMBER | 35 | 595 | 24 | 45 | 37 | 2 | 4 | 7 | 23 | 8 |
| %RESP | 4.50 | 76.58 | 3.09 | 5.79 | 4.76 | .26 | .51 | .90 | 2.57 | 1.33 |
| %TOTAL | 2.29 | 38.86 | 1.57 | 2.94 | 2.42 | .13 | .26 | .46 | 1.31 | .52 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 754 |
| %RESP | .00 |
| %TOTAL | 49.25 |

DISTRIBUTION, FIELD 105

VEHICLE LOCATION
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | RT SIDE OF ROADWY | LEFT SIDE OF ROADWY | MID PT RD NO CNTRLN | STRADLING CENTRLINE | WRNG SIDE OF ROADWY | ON THE SIDEWALK | ON THE SHOULDER | OTHER | UNKNOWN |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|------------------------|--------------------|--------------------|-------|---------|
| NUMBER | 1 | 669 | 33 | 30 | 6 | 7 | 1 | 6 | 23 | 749 |
| %RESP | .13 | 85.55 | 4.22 | 3.84 | .77 | .90 | .13 | .77 | 3.71 | .00 |
| %TOTAL | .37 | 43.70 | 2.16 | 1.96 | .39 | .46 | .07 | .39 | 1.89 | 48.92 |

DISTRIBUTION, FIELD 106

VEHICLE LOCATION
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | RT SIDE OF ROADWY | LEFT SIDE OF ROADWY | MID PT RD NO CNTRLN | STRADLING CENTRLINE | WRNG SIDE OF ROADWY | ON THE SIDEWALK | ON THE SHOULDER | ON THE MEDIAN | OTHER |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|------------------------|--------------------|--------------------|------------------|-------|
| NUMBER | 2 | 574 | 50 | 42 | 32 | 17 | 2 | 28 | 1 | 34 |
| %RESP | .26 | 73.40 | 6.39 | 5.37 | 4.39 | 2.17 | .25 | 3.58 | .13 | 4.35 |
| %TOTAL | .13 | 37.49 | 3.27 | 2.74 | 2.09 | 1.11 | .13 | 1.83 | .07 | 2.22 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 749 |
| %RESP | .00 |
| %TOTAL | 48.92 |

DISTRIBUTION, FIELD 109

DRIVER DIRECTION OF ATTENTION
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | SEARCH ACTIVITY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|--------|------------------|--------------------|-------------------|--------------------|-------|---------|
| NUMBER | 5 | 358 | 26 | 20 | 14 | 19 | 328 | 9 | 752 |
| %RESP | .64 | 45.96 | 3.34 | 2.57 | 1.80 | 2.44 | 42.11 | 1.16 | .00 |
| %TOTAL | .33 | 23.38 | 1.70 | 1.31 | .91 | 1.24 | 21.42 | .59 | 49.12 |

DISTRIBUTION, FIELD 110

DRIVER DIRECTION OF ATTENTION
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | DOWN | SEARCH ACTIVITY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|--------|------------------|--------------------|-------------------|------|--------------------|-------|---------|
| NUMBER | 5 | 527 | 19 | 15 | 35 | 25 | 3 | 135 | 15 | 752 |
| %RESP | .64 | 67.65 | 2.44 | 1.93 | 4.49 | 3.21 | .39 | 17.33 | 1.93 | .00 |
| %TOTAL | .33 | 34.42 | 1.24 | .98 | 2.29 | 1.63 | .20 | 8.82 | .98 | 49.12 |

C-34

DISTRIBUTION, FIELD 111

PEDESTRIAN DIRECTION OF MOVEMENT
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | ACROSS ROADWAY | ALG RDWY W/TRAFFIC | ALG RDWY AGNT TRAF | ACRS RDWY TOWARD V1 | ACRS RDWY AWYFRM V1 | NOT MOVING | TOWARDS ROADWAY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|-----------------------|-----------------------|------------------------|------------------------|---------------|--------------------|-------|---------|
| NUMBER | 9 | 473 | 226 | 97 | 24 | 27 | 414 | 197 | 54 | 10 |
| %RESP | .59 | 31.10 | 14.86 | 6.38 | 1.58 | 1.78 | 27.22 | 12.95 | 3.55 | .00 |
| %TOTAL | .59 | 30.89 | 14.76 | 6.34 | 1.57 | 1.76 | 27.04 | 12.87 | 3.53 | .65 |

DISTRIBUTION, FIELD 112

PEDESTRIAN DIRECTION OF MOVEMENT
COLLISION COURSE ACCORDING FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | ACROSS ROADWAY | ALG RDWY W/TRAFFIC | ALG RDWY AGNT TRAF | ACRS RDWY TOWARD V1 | ACRS RDWY ANYFRM V1 | NOT MOVING | TOWARDS ROADWAY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|-----------------------|-----------------------|------------------------|------------------------|---------------|--------------------|-------|---------|
| NUMBER | 4 | 833 | 165 | 61 | 59 | 73 | 251 | 13 | 63 | 9 |
| %RESP | .26 | 54.73 | 10.84 | 4.01 | 3.88 | 4.80 | 16.49 | .85 | 4.14 | .00 |
| %TOTAL | .26 | 54.41 | 10.78 | 3.98 | 3.85 | 4.77 | 16.39 | .85 | 4.11 | .59 |

DISTRIBUTION, FIELD 113

VEHICLE DIRECTION OF MOVEMENT
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | GOING STRAIGHT | TURNING RIGHT | TURNING LEFT | CHANGING LANES | NEGOTIATN CURVE | PASSING OTHER VEH | BACKING UP | STOPPED | OTHER |
|--------|------------------------|-------------------|------------------|-----------------|-------------------|--------------------|----------------------|---------------|---------|-------|
| NUMBER | 29 | 1198 | 23 | 30 | 23 | 54 | 21 | 30 | 104 | 16 |
| %RESP | 1.90 | 78.40 | 1.51 | 1.96 | 1.51 | 3.53 | 1.37 | 1.96 | 6.81 | 1.05 |
| %TOTAL | 1.89 | 78.25 | 1.50 | 1.96 | 1.50 | 3.53 | 1.37 | 1.96 | 6.79 | 1.05 |

UNKNOWN

| | |
|--------|-----|
| NUMBER | 3 |
| %RESP | .00 |
| %TOTAL | .20 |

C-35

DISTRIBUTION, FIELD 114

VEHICLE DIRECTION OF MOVEMENT
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | GOING STRAIGHT | TURNING RIGHT | TURNING LEFT | CHANGING LANES | NEGOTIATN CURVE | PASSING OTHER VEH | BACKING UP | STOPPED | OTHER |
|--------|------------------------|-------------------|------------------|-----------------|-------------------|--------------------|----------------------|---------------|---------|-------|
| NUMBER | 93 | 1144 | 34 | 36 | 46 | 37 | 36 | 44 | 9 | 49 |
| %RESP | 6.09 | 74.87 | 2.23 | 2.36 | 3.01 | 2.42 | 2.36 | 2.88 | .59 | 3.21 |
| %TOTAL | 6.07 | 74.72 | 2.22 | 2.35 | 3.00 | 2.42 | 2.35 | 2.87 | .59 | 3.20 |

UNKNOWN

| | |
|--------|-----|
| NUMBER | 3 |
| %RESP | .00 |
| %TOTAL | .20 |

DISTRIBUTION, FIELD 115

PEDESTRIAN LOCATION
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | ON ROADWY NOT CRSWK | ON RDM IN MRKD CRWK | ON ROADWY AT INTERS | ON ROADWY SHOULDER | ON THE SIDEWALK | ON CURB OR GUTTER | IN A YARD OR FIELD | PRKNG LOT OR DRVWAY | OTHER |
|--------|------------------------|------------------------|------------------------|------------------------|-----------------------|--------------------|----------------------|-----------------------|------------------------|-------|
| NUMBER | 2 | 710 | 57 | 85 | 234 | 111 | 35 | 86 | 112 | 47 |
| %RESP | .13 | 46.44 | 3.73 | 5.56 | 18.57 | 7.26 | 2.29 | 5.62 | 7.33 | 3.07 |
| XTOTAL | .13 | 46.37 | 3.72 | 5.55 | 18.55 | 7.25 | 2.29 | 5.62 | 7.32 | 3.07 |

UNKNOWN

| | |
|--------|-----|
| NUMBER | 2 |
| %RESP | .00 |
| XTOTAL | .13 |

DISTRIBUTION, FIELD 116

PEDESTRIAN LOCATION
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ON ROADWY NOT CRSWK | ON RDM IN MRKD CRWK | ON ROADWY AT INTERS | ON ROADWY SHOULDER | ON THE SIDEWALK | ON CURB OR GUTTER | IN A YARD OR FIELD | PRKNG LOT OR DRVWAY | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|-----------------------|--------------------|----------------------|-----------------------|------------------------|-------|---------|
| NUMBER | 1087 | 84 | 123 | 132 | 9 | 16 | 19 | 42 | 24 | 1 |
| %RESP | 71.05 | 5.49 | 8.04 | 8.63 | .59 | .65 | 1.24 | 2.75 | 1.57 | .00 |
| XTOTAL | 71.00 | 5.49 | 8.03 | 8.62 | .59 | .65 | 1.24 | 2.74 | 1.57 | .07 |

DISTRIBUTION, FIELD 117

VEHICLE LOCATION
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | RT SIDE OF ROADWY | LEFT SIDE OF ROADWY | MID PT RD NO CNTRLN | STRADLING CENTRLINE | WRNG SIDE OF ROADWY | ON THE SIDEWALK | ON THE SHOULDER | OTHER | UNKNOWN |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|------------------------|--------------------|--------------------|-------|---------|
| NUMBER | 2 | 1248 | 76 | 69 | 12 | 17 | 2 | 29 | 69 | 7 |
| %RESP | .13 | 81.89 | 4.99 | 4.53 | .79 | 1.12 | .13 | 1.90 | 4.53 | .00 |
| XTOTAL | .13 | 81.52 | 4.96 | 4.51 | .78 | 1.11 | .13 | 1.89 | 4.51 | .46 |

DISTRIBUTION, FIELD 120

PEDESTRIAN DIRECTION OF ATTENTION
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | UP | DOWN | SEARCH ACTIVITY | OTHER |
|---------|------------------------|-------------------|--------|------------------|--------------------|-------------------|-----|------|--------------------|-------|
| NUMBER | 81 | 969 | 43 | 10 | 59 | 81 | 8 | 82 | 50 | 42 |
| %RESP | 5.64 | 67.53 | 3.00 | .70 | 4.81 | 5.64 | .56 | 5.71 | 3.48 | 2.93 |
| %TOTAL | 5.29 | 63.29 | 2.81 | .65 | 4.51 | 5.29 | .52 | 5.36 | 3.27 | 2.74 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 96 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 6.27 | | | | | | | | | |

DISTRIBUTION, FIELD 121

DRIVER DIRECTION OF ATTENTION
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | UP | DOWN | SEARCH ACTIVITY | OTHER |
|---------|------------------------|-------------------|--------|------------------|--------------------|-------------------|-----|------|--------------------|-------|
| NUMBER | 129 | 634 | 32 | 17 | 28 | 31 | 2 | 3 | 493 | 23 |
| %RESP | 9.27 | 45.55 | 2.30 | 1.22 | 2.01 | 2.23 | .14 | .22 | 35.42 | 1.65 |
| %TOTAL | 8.43 | 41.41 | 2.09 | 1.11 | 1.83 | 2.02 | .13 | .20 | 32.20 | 1.50 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 139 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 9.08 | | | | | | | | | |

DISTRIBUTION, FIELD 122

DRIVER DIRECTION OF ATTENTION
COLLISION COURSE ACCORDING TO FIELD INVESTGATOR

| | ANSWR NOT AVAILABLE | STRAIGHT AHEAD | BEHIND | TO BOTH SIDES | RIGHT SIDE ONLY | LEFT SIDE ONLY | DOWN | SEARCH ACTIVITY | OTHER | UNKNOWN |
|--------|------------------------|-------------------|--------|------------------|--------------------|-------------------|------|--------------------|-------|---------|
| NUMBER | 125 | 879 | 28 | 12 | 52 | 40 | 8 | 223 | 25 | 139 |
| %RESP | 8.98 | 63.15 | 2.01 | .86 | 3.74 | 2.87 | .57 | 16.02 | 1.80 | .00 |
| %TOTAL | 8.16 | 57.41 | 1.83 | .78 | 3.40 | 2.61 | .52 | 14.57 | 1.63 | 9.08 |

DISTRIBUTION, FIELD 123

PEDESTRIAN OBJECT OF ATTENTION: TRAFFIC
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|------|-------------------|-------|---------|
| NUMBER | 45 | 340 | 98 | 3 | 133 | 59 | 8 | 8 | 16 | 821 |
| %RESP | 6.34 | 47.89 | 13.80 | .42 | 18.73 | 8.31 | 1.13 | 1.13 | 2.25 | .00 |
| %TOTAL | 2.94 | 22.21 | 6.40 | .20 | 8.69 | 3.85 | .52 | .52 | 1.05 | 53.63 |

DISTRIBUTION, FIELD 124

PEDESTRIAN OBJECT OF ATTENTION: TRAFFIC
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|------|-------------------|-------|---------|
| NUMBER | 48 | 327 | 188 | 5 | 75 | 37 | 8 | 5 | 17 | 821 |
| %RESP | 6.76 | 46.06 | 26.48 | .70 | 10.56 | 5.21 | 1.13 | .70 | 2.39 | .00 |
| %TOTAL | 3.14 | 21.36 | 12.28 | .33 | 4.90 | 2.42 | .52 | .33 | 1.11 | 53.63 |

C-39

DISTRIBUTION, FIELD 125

DRIVER OBJECT OF ATTENTION: TRAFFIC
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | NORMAL DRIVE ACT | OTHER |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------------------|---------------------|-------|
| NUMBER | 330 | 41 | 2 | 46 | 25 | 20 | 4 | 5 | 157 | 5 |
| %RESP | 51.97 | 6.46 | .31 | 7.24 | 3.94 | 3.15 | .63 | .79 | 24.72 | .79 |
| %TOTAL | 21.55 | 2.68 | .13 | 3.00 | 1.63 | 1.31 | .26 | .33 | 10.25 | .33 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 896 |
| %RESP | .00 |
| %TOTAL | 58.52 |

DISTRIBUTION, FIELD 126

DRIVER OBJECT OF ATTENTION: TRAFFIC
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNOG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BJS | TRAFFIC SIGNAL | NORMAL DRIVE ACT | OTHER |
|---------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------------------|---------------------|-------|
| NUMBER | 308 | 35 | 2 | 155 | 23 | 11 | 1 | 2 | 87 | 11 |
| XRESP | 48.50 | 5.51 | .31 | 24.41 | 3.52 | 1.73 | .16 | .31 | 13.70 | 1.73 |
| XTOTAL | 20.12 | 2.29 | .13 | 10.12 | 1.50 | .72 | .07 | .13 | 5.68 | .72 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 896 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 58.52 | | | | | | | | | |

DISTRIBUTION, FIELD 127

PEDESTRIAN OBJECT OF ATTENTION: NONTRAFFIC
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNOG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SDWK AHED | RSDO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------|-------|---------|
| NUMBER | 26 | 172 | 62 | 123 | 14 | 187 | 34 | 41 | 45 | 827 |
| XRESP | 3.69 | 24.43 | 8.81 | 17.47 | 1.99 | 26.56 | 4.83 | 5.82 | 6.39 | .00 |
| XTOTAL | 1.70 | 11.23 | 4.05 | 8.03 | .91 | 12.21 | 2.22 | 2.68 | 2.94 | 54.02 |

DISTRIBUTION, FIELD 128

PEDESTRIAN OBJECT OF ATTENTION: NONTRAFFIC
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNOG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SDWK AHED | RSDO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------|-------|---------|
| NUMBER | 32 | 186 | 76 | 138 | 11 | 146 | 29 | 38 | 45 | 830 |
| XRESP | 4.56 | 26.53 | 10.84 | 19.69 | 1.57 | 20.83 | 4.14 | 5.42 | 6.42 | .00 |
| XTOTAL | 2.09 | 12.15 | 4.96 | 9.01 | .72 | 9.54 | 1.89 | 2.48 | 2.94 | 54.21 |

DISTRIBUTION, FIELD 129

DRIVER OBJECT OF ATTENTION: NONTRAFFIC
PREINVOLVEMENT ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SONK AHED | RSDS ITEM OR ST FUR | OTH PEOP OR PEDSTR | PLAYING | PASENGERS IN CAR | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------------------|-------|---------|
| NUMBER | 349 | 78 | 57 | 106 | 2 | 22 | 1 | 9 | 2 | 905 |
| %RESP | 55.75 | 12.46 | 9.11 | 16.93 | .32 | 3.51 | .16 | 1.44 | .32 | .00 |
| %TOTAL | 22.80 | 5.09 | 3.72 | 6.92 | .13 | 1.44 | .07 | .59 | .13 | 59.11 |

DISTRIBUTION, FIELD 130

DRIVER OBJECT OF ATTENTION: NONTRAFFIC
COLLISION COURSE ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SONK AHED | RSDS ITEM OR ST FUR | OTH PEOP OR PEDSTR | PLAYING | PASENGERS IN CAR | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------------------|-------|---------|
| NUMBER | 345 | 78 | 62 | 99 | 3 | 27 | 2 | 4 | 4 | 907 |
| %RESP | 55.29 | 12.50 | 9.94 | 15.87 | .48 | 4.33 | .32 | .64 | .64 | .00 |
| %TOTAL | 22.53 | 5.09 | 4.05 | 6.47 | .20 | 1.76 | .13 | .26 | .26 | 59.24 |

C-41

DISTRIBUTION, FIELD 131

PEDESTRIANS EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NONE MADE UNAWARE | NONE MADE INSUF THE | NO MADE P RAN INT V | JUMP ON HOOD | PUSH OFF STIFARM V | STOP REMN IN PLACE | WALK CONT ON CROSG | RUN CONTU ON CROSG | WALK RETN TO ROADSD |
|--------|------------------------|----------------------|------------------------|------------------------|-----------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| NUMBER | 16 | 376 | 118 | 43 | 7 | 14 | 9 | 7 | 29 | 3 |
| %RESP | 2.22 | 52.15 | 16.37 | 5.96 | .97 | 1.94 | 1.25 | .97 | 4.02 | .42 |
| %TOTAL | 1.05 | 24.56 | 7.71 | 2.81 | .46 | .91 | .59 | .46 | 1.89 | .20 |

| | RUN RETRN TO ROADSD | JUMP LNGE DODGE VEH | YELL SCR M INFORM DR | COMBIN ATION | OTHER | UNKNOWN |
|--------|------------------------|------------------------|-------------------------|-----------------|-------|---------|
| NUMBER | 21 | 45 | 2 | 4 | 27 | 810 |
| %RESP | 2.91 | 6.24 | .28 | .55 | 3.74 | .00 |
| %TOTAL | 1.37 | 2.94 | .13 | .26 | 1.76 | 52.91 |

DISTRIBUTION, FIELD 132

DRIVERS EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | NONE MADE UNAWARE | NONE MADE INSUF TME | NO MADE P RAN INT V | NONE MADE P CLR PTH | ATTEMPTED TO STOP | ATTEMPTED TO SWERVE | SWERVE AND STOP | BLEW HORN ONLY | COMBIN ATION |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|----------------------|------------------------|--------------------|-------------------|-----------------|
| NUMBER | 168 | 152 | 51 | 17 | 22 | 141 | 19 | 69 | 1 | 6 |
| XRESP | 25.38 | 22.96 | 7.70 | 2.57 | 3.32 | 21.30 | 2.87 | 10.42 | .15 | .91 |
| XTOTAL | 10.97 | 9.93 | 3.33 | 1.11 | 1.44 | 9.21 | 1.24 | 4.51 | .07 | .39 |
| | OTHER | UNKNOWN | | | | | | | | |
| NUMBER | 16 | 869 | | | | | | | | |
| XRESP | 2.42 | .00 | | | | | | | | |
| XTOTAL | 1.05 | 56.76 | | | | | | | | |

DISTRIBUTION, FIELD 133

C-42

PEDESTRIAN OBJECT OF ATTENTION: TRAFFIC
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------|---------|
| NUMBER | 167 | 389 | 64 | 2 | 62 | 28 | 2 | 10 | 807 |
| XRESP | 23.07 | 53.73 | 8.84 | .28 | 9.56 | 3.97 | .28 | 1.38 | .00 |
| XTOTAL | 10.91 | 25.41 | 4.18 | .13 | 4.05 | 1.93 | .13 | .65 | 52.71 |

DISTRIBUTION, FIELD 134

PEDESTRIAN OBJECT OF ATTENTION: TRAFFIC
COLLISION COURSE ACCORDING DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------|---------|
| NUMBER | 144 | 407 | 114 | 4 | 31 | 18 | 2 | 8 | 803 |
| XRESP | 19.78 | 55.91 | 15.66 | .55 | 4.26 | 2.47 | .27 | 1.10 | .00 |
| XTOTAL | 9.41 | 26.58 | 7.45 | .26 | 2.02 | 1.18 | .13 | .52 | 52.45 |

DISTRIBUTION, FIELD 135

DRIVER OBJECT OF ATTENTION: TRAFFIC
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEOSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BJS | TRAFFIC SIGNAL | NORMAL DRIVE ACT | OTHER |
|---------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|------|-------------------|---------------------|-------|
| NUMBER | 6 | 33 | 5 | 87 | 37 | 55 | 8 | 5 | 470 | 18 |
| %RESP | .78 | 4.26 | .65 | 11.24 | 11.24 | 7.11 | 1.03 | .65 | 60.72 | 2.33 |
| %TOTAL | .39 | 2.16 | .33 | 5.68 | 5.68 | 3.59 | .52 | .33 | 30.70 | 1.18 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 757 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 49.44 | | | | | | | | | |

DISTRIBUTION, FIELD 136

DRIVER OBJECT OF ATTENTION: TRAFFIC
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEOSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | NORMAL DRIVE ACT | OTHER |
|---------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------------------|---------------------|-------|
| NUMBER | 6 | 41 | 6 | 378 | 53 | 39 | 4 | 2 | 220 | 27 |
| %RESP | .77 | 5.28 | .77 | 48.71 | 6.93 | 5.03 | .52 | .26 | 28.35 | 3.48 |
| %TOTAL | .39 | 2.68 | .39 | 24.69 | 3.46 | 2.95 | .26 | .13 | 14.37 | 1.76 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 755 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 49.31 | | | | | | | | | |

DISTRIBUTION, FIELD 137

PEDESTRIAN OBJECT OF ATTENTION: NONTRAFFIC
PREINVOLVEMENT ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTRFC OB | NO NONTRFC OBJ INDIC | STREET OR SDWK AHED | RDSO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | OTHER | UNKNOWN |
|--------|------------------------|-------------------------|-------------------------|------------------------|------------------------|-----------------------|---------|---------|-------|---------|
| NUMBER | 198 | 88 | 98 | 70 | 5 | 136 | 18 | 64 | 35 | 819 |
| %RESP | 27.81 | 12.36 | 13.76 | 9.83 | .70 | 19.10 | 2.53 | 8.99 | 4.92 | .30 |
| %TOTAL | 12.93 | 5.75 | 6.40 | 4.57 | .33 | 8.88 | 1.18 | 4.18 | 2.29 | 53.49 |

G-43

DISTRIBUTION, FIELD 138

PEDESTRIAN OBJECT OF ATTENTION: NONTRAFFIC
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SOWK AHD | RSD ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|---------|---------|-------|---------|
| NUMBER | 178 | 96 | 113 | 93 | 7 | 109 | 17 | 64 | 36 | 818 |
| %RESP | 24.96 | 13.46 | 15.85 | 13.04 | .98 | 15.29 | 2.38 | 8.98 | 5.05 | .00 |
| %TOTAL | 11.63 | 6.27 | 7.38 | 6.07 | .46 | 7.12 | 1.11 | 4.18 | 2.35 | 53.43 |

DISTRIBUTION, FIELD 139

DRIVER OBJECT OF ATTENTION: NONTRAFFIC
PREINVOLVEMENT ACCORDING TO DRIVER

C-44

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SOWK AHD | RSD ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PASNGERS IN CAR | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|---------|--------------------|-------|---------|
| NUMBER | 13 | 302 | 159 | 172 | 10 | 77 | 2 | 6 | 11 | 779 |
| %RESP | 1.73 | 40.16 | 21.14 | 22.87 | 1.33 | 10.24 | .27 | .80 | 1.46 | .00 |
| %TOTAL | .85 | 19.73 | 10.39 | 11.23 | .65 | 5.03 | .13 | .39 | .72 | 50.88 |

DISTRIBUTION, FIELD 140

DRIVER OBJECT OF ATTENTION: NONTRAFFIC
COLLISION COURSE ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SOWK AHD | RSD ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PASNGERS IN CAR | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|---------|--------------------|-------|---------|
| NUMBER | 16 | 308 | 172 | 159 | 7 | 64 | 2 | 3 | 20 | 780 |
| %RESP | 2.13 | 41.01 | 22.90 | 21.17 | .93 | 8.52 | .27 | .40 | 2.66 | .00 |
| %TOTAL | 1.05 | 20.12 | 11.23 | 10.39 | .46 | 4.18 | .13 | .20 | 1.31 | 50.95 |

DISTRIBUTION, FIELD 141

PEDESTRIANS EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NONE MADE UNAWARE | NONE MADE INSUF TME | NO MADE P RAN INT V | JUMP ON HOOD | PUSH OFF STIFARM V | STOP REMN IN PLACE | WALK CONT ON CROSNQ | RUN CONTU ON CROSNQ | WALK RETN TO ROADSD |
|--------|------------------------|------------------------|-------------------------|------------------------|-----------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|
| NUMBER | 57 | 348 | 71 | 155 | 6 | 16 | 14 | 3 | 21 | 1 |
| XRESP | 7.54 | 46.03 | 9.39 | 20.50 | .79 | 2.12 | 1.85 | .40 | 2.78 | .13 |
| XTOTAL | 3.72 | 22.73 | 4.64 | 10.12 | .39 | 1.05 | .91 | .26 | 1.37 | .07 |
| | RUN RETRN TO ROADSD | JUMP LNQE DODGE VEH | YELL SCR M INFORM DR | COMBIN ATION | OTHER | UNKNOWN | | | | |
| NUMBER | 14 | 21 | 5 | 2 | 22 | 775 | | | | |
| XRESP | 1.85 | 2.78 | .66 | .26 | 2.91 | .00 | | | | |
| XTOTAL | .91 | 1.37 | .33 | .13 | 1.44 | 50.62 | | | | |

DISTRIBUTION, FIELD 142

DRIVERS EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | NONE MADE UNAWARE | NONE MADE INSUF TME | NO MADE P RAN INT V | NONE MADE P CLR PT1 | ATTEMPTED TO STOP | ATTEMPTED TO SWERVE | SWERVE AND STOP | BLEW HORN ONLY | COMBIN ATION |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|----------------------|------------------------|--------------------|-------------------|-----------------|
| NUMBER | 5 | 145 | 77 | 39 | 9 | 225 | 50 | 202 | 1 | 11 |
| XRESP | .64 | 18.59 | 9.87 | 5.00 | 1.15 | 28.85 | 6.41 | 25.90 | .13 | 1.41 |
| XTOTAL | .33 | 9.47 | 5.03 | 2.55 | .39 | 14.70 | 3.27 | 13.19 | .07 | .72 |
| | OTHER | UNKNOWN | | | | | | | | |
| NUMBER | 16 | 751 | | | | | | | | |
| XRESP | 2.05 | .00 | | | | | | | | |
| XTOTAL | 1.05 | 49.05 | | | | | | | | |

DISTRIBUTION, FIELD 143

PEDESTRIANS OBJECT OF ATTENTION: TRAFFIC
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEDSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|------|-------------------|-------|---------|
| NUMBER | 74 | 865 | 165 | 4 | 191 | 107 | 15 | 10 | 31 | 69 |
| XRESP | 5.06 | 59.17 | 11.29 | .27 | 13.06 | 7.32 | 1.03 | .68 | 2.12 | .00 |
| XTOTAL | 4.83 | 56.50 | 10.78 | .26 | 12.48 | 6.99 | .98 | .65 | 2.02 | 4.51 |

DISTRIBUTION, FIELD 144

PEDESTRIANS OBJECT OF ATTENTION: TRAFFIC
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEOSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BJS | TRAFFIC SIGNAL | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------------------|-------|---------|
| NUMBER | 76 | 879 | 300 | 5 | 90 | 70 | 10 | 5 | 24 | 72 |
| XRESP | 5.21 | 60.25 | 20.56 | .34 | 6.17 | 4.80 | .69 | .34 | 1.64 | .00 |
| XTOTAL | 4.96 | 57.41 | 19.60 | .33 | 5.88 | 4.57 | .65 | .33 | 1.57 | 4.70 |

DISTRIBUTION, FIELD 145

DRIVER OBJECT OF ATTENTION: TRAFFIC:
PREINVOLVEMENT ACCORDING TO FIELD INVESTISATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEOSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | NORMAL DRIVE ACT | OTHER |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------------------|---------------------|-------|
| NUMBER | 114 | 119 | 5 | 141 | 119 | 71 | 13 | 11 | 807 | 28 |
| XRESP | 7.98 | 8.33 | .35 | 9.87 | 8.33 | 4.97 | .91 | .77 | 56.51 | 1.96 |
| XTOTAL | 7.45 | 7.77 | .33 | 9.21 | 7.77 | 4.64 | .85 | .72 | 52.71 | 1.83 |

UNKNOWN

| | |
|--------|------|
| NUMBER | 103 |
| XRESP | .00 |
| XTOTAL | 6.73 |

C-46

DISTRIBUTION, FIELD 146

DRIVER OBJECT OF ATTENTION: TRAFFIC
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG TRAFFIC | COLLISION VEHICLE | THE PEOSTRIAN | MOVING VEHICLE | STANDING VEHICLE | BUS | TRAFFIC SIGNAL | NORMAL DRIVE ACT | OTHER |
|--------|------------------------|----------------------|----------------------|------------------|-------------------|---------------------|-----|-------------------|---------------------|-------|
| NUMBER | 108 | 126 | 6 | 663 | 70 | 59 | 4 | 4 | 347 | 38 |
| XRESP | 7.58 | 8.84 | .42 | 46.53 | 4.31 | 4.14 | .28 | .28 | 24.35 | 2.67 |
| XTOTAL | 7.05 | 8.23 | .39 | 43.31 | 4.57 | 3.85 | .26 | .26 | 22.66 | 2.48 |

UNKNOWN

| | |
|--------|------|
| NUMBER | 106 |
| XRESP | .00 |
| XTOTAL | 6.92 |

DISTRIBUTION, FIELD 147

PEDESTRIAN OBJECT OF ATTENTION: NONTRAFFIC
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SDNK AHED | RDSO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------|-------|---------|
| NUMBER | 70 | 241 | 305 | 228 | 16 | 329 | 71 | 123 | 85 | 63 |
| XRESP | 4.77 | 16.42 | 20.78 | 15.53 | 1.09 | 22.41 | 4.84 | 8.38 | 5.79 | .00 |
| XTOTAL | 4.57 | 15.74 | 19.92 | 14.89 | 1.05 | 21.49 | 4.64 | 8.03 | 5.55 | 4.11 |

DISTRIBUTION, FIELD 148

PEDESTRIAN OBJECT OF ATTENTION: NONTRAFFIC
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SDNK AHED | RDSO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | OTHER | UNKNOWN |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------|-------|---------|
| NUMBER | 79 | 257 | 333 | 251 | 14 | 268 | 64 | 117 | 82 | 66 |
| XRESP | 5.39 | 17.54 | 22.73 | 17.13 | .96 | 18.29 | 4.37 | 7.99 | 5.60 | .00 |
| XTOTAL | 5.16 | 16.79 | 21.75 | 16.39 | .91 | 17.50 | 4.18 | 7.64 | 5.36 | 4.31 |

C-47

DISTRIBUTION, FIELD 149

DRIVER OBJECT OF ATTENTION: NONTRAFFIC
PREINVOLVEMENT ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SDNK AHED | RDSO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | PASENGRS IN CAR | OTHER |
|--------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|---------|---------|--------------------|-------|
| NUMBER | 139 | 380 | 484 | 260 | 8 | 105 | 4 | 1 | 26 | 13 |
| XRESP | 9.79 | 26.76 | 34.88 | 18.31 | .56 | 7.39 | .28 | .07 | 1.83 | .92 |
| XTOTAL | 9.08 | 24.82 | 31.61 | 16.98 | .52 | 6.86 | .26 | .07 | 1.70 | .85 |

UNKNOWN

| | |
|--------|------|
| NUMBER | 111 |
| XRESP | .00 |
| XTOTAL | 7.25 |

DISTRIBUTION, FIELD 150

DRIVER OBJECT OF ATTENTION: NONTRAFFIC
COLLISION COURSE ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NOT ATNDG NONTFC OB | NO NONTFC OBJ INDIC | STREET OR SDMK AHD | RSDO ITEM OR ST FUR | OTH PEOP OR PEDSTR | WORKING | PLAYING | PASNGERS IN CAR | OTHER |
|--------|------------------------|------------------------|------------------------|-----------------------|------------------------|-----------------------|---------|---------|--------------------|-------|
| NUMBER | 141 | 386 | 507 | 233 | 6 | 99 | 4 | 2 | 18 | 20 |
| XRESP | 9.96 | 27.26 | 35.81 | 16.45 | .42 | 6.99 | .28 | .14 | 1.27 | 1.41 |
| XTOTAL | 9.21 | 25.21 | 33.12 | 15.22 | .39 | 6.47 | .26 | .13 | 1.18 | 1.31 |

UNKNOWN

| | |
|--------|------|
| NUMBER | 115 |
| XRESP | .00 |
| XTOTAL | 7.51 |

C-48

DISTRIBUTION, FIELD 151

WITNESS ONE/RESIDENT FAMILIARITY WITH ACCIDENT

| | ANSWR NOT AVAILABLE | PASNGR IN COLSN VEH | PASS/DRI NEAR BY V | EYE WITNS TO ACCIDT | FAMLY/FND OF DRIVER | FAMLY/FND OF PED | NCAR SITE HRD FRM P | NEAR SITE HRD SECHD | INVTGTNG OFFICER | OTHER |
|--------|------------------------|------------------------|-----------------------|------------------------|------------------------|---------------------|------------------------|------------------------|---------------------|-------|
| NUMBER | 11 | 42 | 63 | 427 | 21 | 152 | 8 | 19 | 13 | 31 |
| XRESP | 1.40 | 5.34 | 8.01 | 54.26 | 2.37 | 19.31 | 1.02 | 2.41 | 1.65 | 3.94 |
| XTOTAL | .72 | 2.74 | 4.11 | 27.89 | 1.37 | 9.93 | .52 | 1.24 | .85 | 2.02 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 744 |
| XRESP | .00 |
| XTOTAL | 48.60 |

DISTRIBUTION, FIELD 152

WITNESS TWO/RESIDENT FAMILIARITY WITH ACCIDENT

| | ANSWR NOT AVAILABLE | PASNGR IN COLSN VEH | PASS/DRI NEAR BY V | EYE WITNS TO ACCIDT | FAMLY/FND OF DRIVER | FAMLY/FND OF PED | NCR SITE HRD FRM P | NEAR SITE HRD SECHD | INVTGNG OFFICER | OTHER |
|--------|------------------------|------------------------|-----------------------|------------------------|------------------------|---------------------|-----------------------|------------------------|--------------------|-------|
| NUMBER | 11 | 17 | 23 | 148 | 17 | 54 | 2 | 9 | 15 | 8 |
| %RESP | 3.62 | 5.59 | 7.57 | 48.68 | 5.59 | 17.76 | .66 | 2.96 | 4.93 | 2.63 |
| %TOTAL | .72 | 1.11 | 1.50 | 9.67 | 1.11 | 3.53 | .13 | .59 | .98 | .52 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 1227 |
| %RESP | .00 |
| %TOTAL | 80.14 |

C-49

DISTRIBUTION, FIELD 153

PEDESTRIANS EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NONE MADE UNAWARE | NONE MADE INSUF-TME | NO MADE P RAN INT V | JUMP ON HOOD | PUSH OFF STIFARM V | STOP REMN IN PLACE | WALK CONT ON CROSNG | RUN CONTU ON CROSNG | WALK RETN TO ROADSD |
|--------|------------------------|----------------------|------------------------|------------------------|-----------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|
| NUMBER | 25 | 782 | 189 | 202 | 11 | 28 | 22 | 12 | 49 | 4 |
| %RESP | 1.69 | 52.91 | 12.79 | 13.67 | .74 | 1.89 | 1.49 | .81 | 3.32 | .27 |
| %TOTAL | 1.63 | 51.08 | 12.34 | 13.19 | .72 | 1.83 | 1.44 | .78 | 3.20 | .26 |

| | RUN RETRN TO ROADSD | JUMP LNGE DODGE VEH | YELL SCRHM INFORM DR | COMBIN ATION | OTHER | UNKNOWN |
|--------|------------------------|------------------------|-------------------------|-----------------|-------|---------|
| NUMBER | 26 | 64 | 7 | 5 | 52 | 53 |
| %RESP | 1.76 | 4.33 | .47 | .34 | 3.52 | .00 |
| %TOTAL | 1.70 | 4.18 | .46 | .33 | 3.40 | 3.46 |

DISTRIBUTION, FIELD 154

DRIVERS EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | NONE MADE UNAWARE | NONE MADE INSUF THE | NO MADE P RAN INT V | NONE MADE P CLR PT1 | ATTEMPTED TO STOP | ATTEMPTED TO SWERVE | SWERVE AND STOP | COMBIN ATION | OTHER |
|--------|------------------------|----------------------|------------------------|------------------------|------------------------|----------------------|------------------------|--------------------|-----------------|-------|
| NUMBER | 25 | 342 | 158 | 71 | 33 | 402 | 78 | 297 | 15 | 41 |
| %RESP | 1.71 | 23.39 | 10.81 | 4.86 | 2.26 | 27.50 | 5.34 | 20.31 | 1.03 | 2.80 |
| %TOTAL | 1.63 | 22.34 | 10.32 | 4.64 | 2.16 | 26.26 | 5.09 | 19.40 | .98 | 2.68 |

| | UNKNOWN |
|--------|---------|
| NUMBER | 69 |
| %RESP | .00 |
| %TOTAL | 4.51 |

DISTRIBUTION, FIELD 155

WHEN PEDESTRIAN RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | PRIOR TO IMPACT | WHEN PED SAW VEHIC | AFR P BGN COL COURS | AFR V BGN COL COURS | UNKNOWN |
|--------|------------------------|--------------------|-----------------------|------------------------|------------------------|---------|
| NUMBER | 6 | 77 | 48 | 17 | 20 | 1357 |
| %RESP | 3.45 | 44.25 | 27.59 | 9.77 | 14.94 | .00 |
| %TOTAL | .39 | 5.03 | 3.14 | 1.11 | 1.70 | 88.63 |

DISTRIBUTION, FIELD 156

WHEN DRIVER RECOGNIZED THE NEED FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | PRIOR TO IMPACT | WHEN DRIV SAW PED | AFR P BGN COL COURS | AFR V BGN COL COURS | UNKNOWN |
|--------|------------------------|--------------------|----------------------|------------------------|------------------------|---------|
| NUMBER | 120 | 55 | 58 | 37 | 15 | 1236 |
| %RESP | 40.68 | 18.64 | 23.35 | 12.24 | 5.08 | .60 |
| %TOTAL | 7.84 | 3.59 | 4.44 | 2.42 | .98 | 80.73 |

DISTRIBUTION, FIELD 157

WHERE PEC RECOGNIZED THE NEED FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | BEFORE P ENTR RDWY | AS P ENTR ROADWAY | P WLK STD LYNG RDWY | FIRST 1/4 ATMT XING | SECND 1/4 ATMT XING | THIRD 1/ ATMT XING | LAST 1/4 ATMT XING | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 6 | 7 | 4 | 54 | 20 | 28 | 33 | 6 | 14 | 1359 |
| %RESP | 3.49 | 4.07 | 2.33 | 31.40 | 11.63 | 16.28 | 19.19 | 3.49 | 8.14 | .00 |
| %TOTAL | .39 | .46 | .26 | 3.53 | 1.31 | 1.83 | 2.16 | .39 | .91 | 88.77 |

DISTRIBUTION, FIELD 158

WHERE DRIVER RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | BEFORE P ENTR RDWY | AS P ENTR ROADWAY | P WLK STD LYNG RDWY | FIRST 1/4 ATMT XING | SECND 1/4 ATMT XING | THIRD 1/ ATMT XING | LAST 1/4 ATMT XING | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 197 | 9 | 31 | 42 | 39 | 30 | 20 | 7 | 10 | 1236 |
| %RESP | 36.27 | 3.05 | 10.51 | 14.24 | 13.22 | 10.17 | 6.78 | 2.37 | 3.39 | .00 |
| %TOTAL | 6.99 | .59 | 2.02 | 2.74 | 2.55 | 1.96 | 1.31 | .46 | .65 | 80.73 |

C-51

DISTRIBUTION, FIELD 159

HOW PEDESTRIAN RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | VISUAL | AUDITORY | VISUAL AUDITORY | SECONDARY SOURCE | OTHER | UNKNOWN |
|--------|------------------------|--------|----------|--------------------|---------------------|-------|---------|
| NUMBER | 4 | 102 | 15 | 37 | 9 | 6 | 1358 |
| %RESP | 2.31 | 58.96 | 8.67 | 21.39 | 5.20 | 3.47 | .00 |
| %TOTAL | .26 | 6.66 | .98 | 2.42 | .59 | .39 | 88.70 |

DISTRIBUTION, FIELD 160

HOW DRIVER RECOGNIZED THE NEED FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | VISUAL | AUDITORY | VISUAL AUDITORY | SECONDARY SOURCE | OTHER | UNKNOWN |
|--------|------------------------|--------|----------|--------------------|---------------------|-------|---------|
| NUMBER | 105 | 182 | 3 | 5 | 2 | 2 | 1232 |
| XRESP | 35.12 | 60.87 | 1.00 | 1.67 | .57 | .67 | .60 |
| XTOTAL | 6.86 | 11.89 | .20 | .33 | .13 | .13 | 80.47 |

DISTRIBUTION, FIELD 161

WHAT WAS BASIS OF PEDS DECISION FOR EVASIVE ACTION
ACCORDING TO PEDESTRIAN

CL-52

| | ANSWR NOT AVAILABLE | SPEED OF VEHICLE | LOC OF V PROXIMITY | LOC OF V LN PLACHT | SPD V LOC V PROXIM | LOC V PRX LN PLACHT | SPD V LOC V PRX LN P | VEHICLE NOISES | WARNING FRM OTHER | OTHER |
|---------|------------------------|---------------------|-----------------------|-----------------------|-----------------------|------------------------|-------------------------|-------------------|----------------------|-------|
| NUMBER | 8 | 8 | 49 | 4 | 21 | 15 | 42 | 13 | 6 | 7 |
| XRESP | 4.62 | 4.62 | 28.32 | 2.31 | 12.14 | 8.67 | 24.28 | 7.51 | 3.47 | 4.05 |
| XTOTAL | .52 | .52 | 3.20 | .26 | 1.37 | .98 | 2.74 | .85 | .39 | .46 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 1354 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 88.70 | | | | | | | | | |

DISTRIBUTION, FIELD 162

WHAT WAS BASIS OF DRIVERS DECISION FOR EVASIVE
ACTION. ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | LOCATION OF PEDEST | DISTANCE TO PEDEST | SPD LOC TN OF PEDEST | LOC DIST TO PEDEST | SPD LOC DIST TO P | WRNG FRM OTHERS | CHANGE IN PED ACT IN | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|-----------------------|-------------------------|-----------------------|----------------------|--------------------|-------------------------|-------|---------|
| NUMBER | 111 | 22 | 5 | 3 | 77 | 57 | 2 | 8 | 8 | 1238 |
| XRESP | 37.88 | 7.51 | 1.71 | 1.02 | 26.28 | 19.45 | .68 | 2.73 | 2.73 | .00 |
| XTOTAL | 7.25 | 1.44 | .33 | .20 | 5.13 | 3.72 | .13 | .52 | .52 | 80.86 |

DISTRIBUTION, FIELD 163

VEHICLE RESPONSES DURING EVASIVE ACTION
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | V RESPOND NORMALLY | SKID W/O LOSS CONT | SKID LOST CONTROL | VEH JIGNT RESPOND | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|-----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 92 | 59 | 113 | 27 | 6 | 2 | 1232 |
| %RESP | 30.77 | 19.73 | 37.79 | 9.03 | 2.11 | .67 | .00 |
| %TOTAL | 6.01 | 3.85 | 7.38 | 1.76 | .39 | .13 | 80.47 |

DISTRIBUTION, FIELD 164

WHEN PED RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | PRIOR TO IMPACT | WHEN PED SAW VEHIC | AFR P BGN COL COURS | AFR V BGN COL COURS | UNKNOWN |
|--------|------------------------|--------------------|-----------------------|------------------------|------------------------|---------|
| NUMBER | 27 | 52 | 26 | 8 | 12 | 1406 |
| %RESP | 21.60 | 41.60 | 20.80 | 6.40 | 9.60 | .00 |
| %TOTAL | 1.76 | 3.40 | 1.70 | .52 | .78 | 91.84 |

C-53

DISTRIBUTION, FIELD 165

WHEN DRIVER RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | PRIOR TO IMPACT | WHEN DRIV SAW PED | AFR P BGN COL COURS | AFR V BGN COL COURS | UNKNOWN |
|--------|------------------------|--------------------|----------------------|------------------------|------------------------|---------|
| NUMBER | 2 | 99 | 224 | 121 | 32 | 1053 |
| %RESP | .42 | 20.71 | 46.86 | 25.31 | 6.69 | .00 |
| %TOTAL | .13 | 6.47 | 14.63 | 7.90 | 2.09 | 68.78 |

DISTRIBUTION, FIELD 166

WHERE PED RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | BEFORE P ENTR RDMY | AS P ENTR ROADWAY | P WLK STD LYNG RDMY | FIRST 1/4 ATMT XING | SECND 1/4 ATMT XING | THIRD 1/ ATMT XING | LAST 1/4 ATMT XING | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 25 | 2 | 3 | 33 | 13 | 15 | 24 | 3 | 6 | 1407 |
| XRESP | 20.16 | 1.61 | 2.42 | 26.61 | 10.68 | 12.10 | 19.35 | 2.42 | 4.84 | .03 |
| XTOTAL | 1.63 | .13 | .20 | 2.16 | .85 | .98 | 1.57 | .20 | .39 | 91.90 |

DISTRIBUTION, FIELD 167

WHERE DRIVER RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | BEFORE P ENTR RDMY | AS P ENTR ROADWAY | P WLK STD LYNG RDMY | FIRST 1/4 ATMT XING | SECND 1/4 ATMT XING | THIRD 1/ ATMT XING | LAST 1/4 ATMT XING | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 4 | 27 | 92 | 112 | 32 | 68 | 50 | 15 | 19 | 1052 |
| XRESP | .84 | 5.64 | 19.21 | 23.38 | 19.21 | 14.20 | 10.46 | 3.13 | 3.97 | .00 |
| XTOTAL | .26 | 1.76 | 6.01 | 7.32 | 6.01 | 4.44 | 3.27 | .98 | 1.24 | 68.71 |

C-54

DISTRIBUTION, FIELD 168

HOW PED RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | VISUAL | AUDITORY | VISJAL AUDITORY | SECONDARY SOURCE | OTHER | UNKNOWN |
|--------|------------------------|--------|----------|--------------------|---------------------|-------|---------|
| NUMBER | 27 | 51 | 24 | 14 | 5 | 2 | 1408 |
| XRESP | 21.95 | 41.46 | 19.51 | 11.38 | 4.07 | 1.63 | .00 |
| XTOTAL | 1.76 | 3.33 | 1.57 | .91 | .33 | .13 | 91.97 |

DISTRIBUTION, FIELD 169

HOW DRIVER RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | VISUAL | AUDITORY | VISJAL AUDITORY | SECONDARY SOURCE | OTHER | UNKNOWN |
|--------|------------------------|--------|----------|--------------------|---------------------|-------|---------|
| NUMBER | 2 | 464 | 7 | 5 | 3 | 1 | 1049 |
| %RESP | .41 | 96.27 | 1.45 | 1.04 | .52 | .21 | .60 |
| %TOTAL | .13 | 30.31 | .46 | .33 | .20 | .07 | 68.52 |

DISTRIBUTION, FIELD 170

BASIS FOR PEDS DECISION FOR EVASIVE ACTION
ACCORDING TO DRIVER

CLASS

| | ANSWR NOT AVAILABLE | SPEED OF VEHICLE | LOC OF V PROXIMITY | LOC OF V LN PLACHT | SPD V LOC V PROXIM | LOC V PRX LN PLACHT | SPD V LOC V PX LN P | VEHICLE NOISES | WARNING FRM OTHER | OTHER |
|--------|------------------------|---------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|-------------------|----------------------|-------|
| NUMBER | 31 | 1 | 20 | 3 | 11 | 12 | 26 | 7 | 2 | 3 |
| %RESP | 26.72 | .86 | 17.24 | 2.59 | 9.49 | 10.34 | 22.41 | 6.03 | 1.72 | 2.59 |
| %TOTAL | 2.02 | .07 | 1.31 | .20 | .72 | .78 | 1.70 | .46 | .13 | .20 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 1415 |
| %RESP | .30 |
| %TOTAL | 92.42 |

DISTRIBUTION, FIELD 171

BASIS OF DRIVERS DECISION FOR EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | SPEED OF THE PED | LOCATION OF PEDEST | DISTANCE TO PEDEST | SPD LOCTN OF PEDEST | LOC DIST TO PEDEST | SPD LOC DIST TO P | WARNG FRM OTHERS | CHANGE IN PED ACTIN | OTHER |
|--------|------------------------|---------------------|-----------------------|-----------------------|------------------------|-----------------------|----------------------|---------------------|------------------------|-------|
| NUMBER | 4 | 2 | 58 | 19 | 10 | 217 | 128 | 5 | 28 | 13 |
| %RESP | .83 | .41 | 11.98 | 3.93 | 2.37 | 44.83 | 26.45 | 1.03 | 5.79 | 2.69 |
| %TOTAL | .26 | .13 | 3.79 | 1.24 | .65 | 14.17 | 8.36 | .33 | 1.83 | .85 |

UNKNOWN

| | |
|--------|-------|
| NUMBER | 1047 |
| %RESP | .00 |
| %TOTAL | 68.39 |

DISTRIBUTION, FIELD 172

VEHICLE RESPONSES DURING EVASIVE ACTION
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | V RESPOND NORMALLY | SKID W/O LOSS CONT | SKID LOST CONTROL | VEH DIDNT RESPOND | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|-----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 2 | 193 | 245 | 30 | 7 | 8 | 1046 |
| %RESP | .41 | 39.79 | 50.52 | 5.19 | 1.44 | 1.65 | .00 |
| %TOTAL | .13 | 12.61 | 15.00 | 1.96 | .46 | .92 | 68.32 |

DISTRIBUTION, FIELD 173

WHEN PED RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | PRIOR TO IMPACT | WHEN PED SAW VEHIC | AFR P BGN COL COURS | AFR V BGN COL COURS | UNKNOWN |
|--------|------------------------|--------------------|-----------------------|------------------------|------------------------|---------|
| NUMBER | 10 | 123 | 04 | 23 | 48 | 1263 |
| %RESP | 3.73 | 45.90 | 23.98 | 8.58 | 17.91 | .00 |
| %TOTAL | .65 | 8.03 | 4.18 | 1.90 | 3.14 | 82.90 |

DISTRIBUTION, FIELD 141

VEHICLE RESPONSES DURING EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | V RESPOND NORMALLY | SKID W/O LOSS CONT | SKID LOST CONTROL | VEH DIDNT RESPOND | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|-----------------------|----------------------|----------------------|-------|---------|
| NUMBER | 5 | 282 | 437 | 70 | 9 | 7 | 721 |
| %RESP | .62 | 34.81 | 53.95 | 8.64 | 1.11 | .86 | .00 |
| %TOTAL | .33 | 18.42 | 28.54 | 4.57 | .59 | .46 | 47.09 |

WHEN DRIVER RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | PRIOR TO IMPACT | WHEN DRIV SAW PED | AFR P BGN COL COURS | AFR V BGN COL COURS | UNKNOWN |
|--------|------------------------|--------------------|----------------------|------------------------|------------------------|---------|
| NUMBER | 7 | 175 | 352 | 206 | 63 | 728 |
| %RESP | .87 | 21.79 | 43.84 | 25.65 | 7.85 | .00 |
| %TOTAL | .46 | 11.43 | 22.99 | 13.46 | 4.11 | 47.55 |

DISTRIBUTION, FIELD 175

WHERE PED RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | BEFORE P ENTR RDWY | AS P ENTR ROADWAY | P WLK STD LYNG RDWY | FIRST 1/4 ATMT XING | SECND 1/4 ATMT XING | THIRD 1/ ATMT XING | LAST 1/4 ATMT XING | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 8 | 7 | 11 | 82 | 37 | 45 | 45 | 13 | 17 | 1265 |
| %RESP | 3.01 | 2.63 | 4.14 | 30.83 | 13.91 | 16.92 | 17.29 | 4.89 | 6.39 | .00 |
| %TOTAL | .52 | .46 | .72 | 5.36 | 2.42 | 2.94 | 3.00 | .85 | 1.11 | 82.63 |

C-58

DISTRIBUTION, FIELD 176

WHERE DRIVER RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | BEFORE P ENTR RDWY | AS P ENTR ROADWAY | P WLK STD LYNG RDWY | FIRST 1/4 ATMT XING | SECND 1/4 ATMT XING | THIRD 1/ ATMT XING | LAST 1/4 ATMT XING | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 10 | 27 | 152 | 169 | 159 | 141 | 83 | 26 | 37 | 727 |
| %RESP | 1.24 | 3.36 | 18.91 | 21.02 | 19.73 | 17.54 | 10.32 | 3.23 | 4.60 | .00 |
| %TOTAL | .65 | 1.76 | 9.93 | 11.04 | 10.39 | 9.21 | 5.42 | 1.70 | 2.42 | 47.49 |

DISTRIBUTION, FIELD 177

HOW PED RECOGNIZED NEED FOR EVASIVE ACTION
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | VISUAL | AUDITORY | VISJAL AUDITORY | SECONDARY SOURCE | OTHER | UNKNOWN |
|--------|------------------------|--------|----------|--------------------|---------------------|-------|---------|
| NUMBER | 7 | 152 | 36 | 48 | 12 | 12 | 1264 |
| %RESP | 2.62 | 56.93 | 13.48 | 17.98 | 4.49 | 4.49 | .00 |
| %TOTAL | .46 | 9.93 | 2.35 | 3.14 | .78 | .78 | 82.56 |

DISTRIBUTION, FIELD 194

PEDESTRIAN CAUSAL FACTORS
ACCORDING TO WITNESS ONE

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SHT TIME OF PEDEST | SHT TIME EXPOSURE | UNEXPECTO PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH |
|--------|------------------------|----------------------|---------------------|---------------------|------------------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------|
| NUMBER | 32 | 150 | 96 | 9 | 26 | 6 | 45 | 27 | 143 | 45 |
| %RESP | 4.52 | 21.19 | 13.56 | 1.27 | 3.67 | .85 | 6.36 | 3.81 | 20.20 | 6.36 |
| %TOTAL | 2.09 | 9.80 | 6.27 | .59 | 1.70 | .39 | 2.94 | 1.76 | 9.34 | 2.94 |
| | SEARCH MISDIRECT | STIMULUS OVERLOAD | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | BEAT CAR AGST SIGN | OTHER |
| NUMBER | 33 | 3 | 20 | 31 | 12 | 5 | 9 | 5 | 1 | 10 |
| %RESP | 4.66 | .42 | 2.82 | 4.38 | 1.59 | .71 | 1.27 | .71 | .14 | 1.41 |
| %TOTAL | 2.16 | .20 | 1.31 | 2.02 | .78 | .33 | .59 | .33 | .07 | .65 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 823 | | | | | | | | | |
| %RESP | .30 | | | | | | | | | |
| %TOTAL | 53.76 | | | | | | | | | |

C-60

DISTRIBUTION, FIELD 185

PEDESTRIAN CAUSAL FACTORS
ACCORDING TO WITNESS TWO

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SHT TIME EXPOSURE | UNEXPECTO PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH | SEARCH MISDIRECT |
|--------|------------------------|-------------------|---------------------|------------------------|----------------------|----------------------|-----------------------|----------------------|----------------------|---------------------|
| NUMBER | 10 | 57 | 37 | 5 | 3 | 19 | 5 | 50 | 23 | 9 |
| %RESP | 3.88 | 22.09 | 14.34 | 1.94 | 1.16 | 7.36 | 1.94 | 19.38 | 8.91 | 3.49 |
| %TOTAL | .65 | 3.72 | 2.42 | .33 | .20 | 1.24 | .33 | 3.27 | 1.50 | .59 |
| | STIMULUS OVERLOAD | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PAT1 PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | OTHER | UNKNOWN | |
| NUMBER | 2 | 11 | 11 | 5 | 2 | 4 | 2 | 3 | 1273 | |
| %RESP | .78 | 4.26 | 4.26 | 1.94 | .78 | 1.55 | .78 | 1.16 | .00 | |
| %TOTAL | .13 | .72 | .72 | .33 | .13 | .26 | .13 | .20 | 83.15 | |

DISTRIBUTION, FIELD 186

PEDESTRIAN PRIMARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | INDICATED NONE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCONOL | SLOW SPEJ OF PEDEST | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH | SEARCH MISDIRECT |
|--------|----------------------|---------------------|---------------------|------------------------|------------------------|----------------------|-----------------------|-----------------------|----------------------|---------------------|
| NUMBER | 5 | 182 | 7 | 74 | 2 | 120 | 41 | 213 | 127 | 80 |
| XRESP | .44 | 15.87 | .61 | 6.45 | .17 | 10.46 | 3.57 | 18.57 | 11.07 | 6.97 |
| | STIMULUS OVERLOAD | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | BEAT CAR AGST SIGN | OTHER | |
| NUMBER | 11 | 73 | 56 | 43 | 31 | 26 | 13 | 4 | 39 | |
| XRESP | .96 | 6.36 | 4.88 | 3.75 | 2.70 | 2.27 | 1.13 | .35 | 3.40 | |

DISTRIBUTION, FIELD 186

PEDESTRIAN SECONDARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCONOL | SLOW SPEJ OF PEDEST | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH | SEARCH MISDIRECT | STIMULUS OVERLOAD |
|--------|---------------------|---------------------|------------------------|------------------------|----------------------|--------------------|----------------------|----------------------|---------------------|----------------------|
| NUMBER | 54 | 1 | 18 | 2 | 14 | 19 | 35 | 12 | 24 | 2 |
| XRESP | 23.89 | .44 | 7.96 | .88 | 6.19 | 8.41 | 15.49 | 5.31 | 13.62 | .88 |
| | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | OTHER | | | | |
| NUMBER | 14 | 7 | 8 | 8 | 2 | 6 | | | | |
| XRESP | 6.19 | 3.10 | 3.54 | 3.54 | .88 | 2.65 | | | | |

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DISTRIBUTION, FIELD 186

PEDESTRIAN TERTIARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | COND OF P ALCOHOL | SLOW SPD OF PEDEST | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUTE SEARCH | SEARCH MISDIRECT | DISTRAC TN | INATTNTON | POOR PATH PREDICT |
|--------|---------------------|----------------------|-----------------------|--------------------|----------------------|---------------------|---------------------|------------|-----------|----------------------|
| NUMBER | 6 | 1 | 1 | 10 | 3 | 2 | 5 | 3 | 2 | 2 |
| XRESP | 15.79 | 2.63 | 2.63 | 26.32 | 7.99 | 5.26 | 13.16 | 7.89 | 5.26 | 5.26 |
| | HUMAN FACTORS | OTHER | | | | | | | | |
| NUMBER | 1 | 2 | | | | | | | | |
| XRESP | 2.63 | 5.26 | | | | | | | | |

DISTRIBUTION, FIELD 188

PEDESTRIAN CAUSAL FACTORS
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SLOW SPD OF PEDEST | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUTE SEARCH | SEARCH MISDIRECT |
|--------|------------------------|---------------------|---------------------|------------------------|-----------------------|----------------------|-----------------------|----------------------|---------------------|---------------------|
| NUMBER | 393 | 35 | 6 | 10 | 10 | 23 | 18 | 57 | 47 | 21 |
| XRESP | 56.98 | 5.07 | .87 | 1.45 | 1.45 | 3.33 | 2.61 | 8.26 | 6.81 | 3.04 |
| XTOTAL | 25.67 | 2.29 | .39 | .65 | .65 | 1.50 | 1.18 | 3.72 | 3.07 | 1.37 |
| | STIMULUS OVERLOA C | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | OTHER | UNKNOWN | |
| NUMBER | 7 | 19 | 15 | 16 | 5 | 4 | 3 | 1 | 841 | |
| XRESP | 1.01 | 2.75 | 2.17 | 2.32 | .72 | .98 | .43 | .14 | .00 | |
| XTOTAL | .46 | 1.24 | .98 | 1.05 | .33 | .26 | .20 | .07 | 54.93 | |

C-62

DISTRIBUTION, FIELD 189

PEDESTRIAN CAUSAL FACTORS
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SLOW SPD OF PEDEST | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUTE SEARCH | SEARCH MISDIRECT |
|--------|------------------------|---------------------|---------------------|------------------------|-----------------------|----------------------|-----------------------|----------------------|---------------------|---------------------|
| NUMBER | 217 | 69 | 20 | 26 | 4 | 55 | 47 | 91 | 50 | 39 |
| XRESP | 29.09 | 9.25 | 2.68 | 3.49 | .54 | 7.37 | 6.30 | 12.20 | 6.70 | 5.23 |
| XTOTAL | 14.17 | 4.51 | 1.31 | 1.70 | .26 | 3.59 | 3.07 | 5.94 | 3.27 | 2.55 |
| | STIMULUS OVERLOA C | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | OTHER | UNKNOWN | |
| NUMBER | 6 | 29 | 51 | 10 | 5 | 16 | 5 | 5 | 785 | |
| XRESP | .50 | 3.89 | 6.84 | 1.34 | .57 | 2.14 | .80 | .67 | .00 | |
| XTOTAL | .39 | 1.89 | 3.33 | .65 | .33 | 1.05 | .39 | .33 | 51.27 | |

DISTRIBUTION, FIELD 190

PEDESTRIAN CAUSAL FACTORS
ACCORDING TO WITNESS ONE

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SLOW SPEJ OF PEDEST | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH | SEARCH MISDIRECT |
|--------|------------------------|---------------------|---------------------|------------------------|------------------------|----------------------|-----------------------|----------------------|----------------------|---------------------|
| NUMBER | 309 | 39 | 10 | 17 | 6 | 40 | 28 | 65 | 55 | 26 |
| XRESP | 44.14 | 5.57 | 1.43 | 2.43 | .86 | 5.71 | 4.80 | 9.29 | 7.86 | 3.71 |
| XTOTAL | 20.18 | 2.55 | .65 | 1.11 | .39 | 2.61 | 1.83 | 4.25 | 3.59 | 1.70 |
| | STIMULUS OVERLOA C | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | OTHER | UNKNOWN | |
| NUMBER | 9 | 21 | 41 | 9 | 10 | 8 | 4 | 3 | 831 | |
| XRESP | 1.29 | 3.00 | 5.86 | 1.29 | 1.43 | 1.14 | .57 | .43 | .00 | |
| XTOTAL | .59 | 1.37 | 2.68 | .59 | .65 | .52 | .25 | .20 | 54.28 | |

DISTRIBUTION, FIELD 191

PEDESTRIAN CAUSAL FACTORS
ACCORDING TO WITNESS TWO

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SLOW SPEJ OF PEDEST | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH | SEARCH MISDIRECT |
|--------|------------------------|---------------------|------------------------|----------------------|------------------------|-----------------------|--------------------|----------------------|----------------------|---------------------|
| NUMBER | 114 | 17 | 6 | 8 | 5 | 18 | 7 | 24 | 19 | 11 |
| XRESP | 44.19 | 6.59 | 2.33 | 3.10 | 1.94 | 6.98 | 2.71 | 9.30 | 7.36 | 4.26 |
| XTOTAL | 7.45 | 1.11 | .39 | .52 | .33 | 1.18 | .46 | 1.57 | 1.24 | .72 |
| | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | JNKNOWN | | | |
| NUMBER | 5 | 12 | 1 | 5 | 4 | 2 | 1273 | | | |
| XRESP | 1.94 | 4.65 | .39 | 1.94 | 1.35 | .78 | .00 | | | |
| XTOTAL | .33 | .76 | .07 | .33 | .26 | .13 | 83.15 | | | |

C-63

DISTRIBUTION, FIELD 192

PEDESTRIAN PRIMARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SHT TIME EXPOSURE | UNEXPECTD PLACE | RUNNING IN ROADWY | INADEQUATE SEARCH | SEARCH MISDIRECT | DISTRAC TN | INATTNTON |
|--------|------------------------|----------------------|----------------------|-----------------------|-----------------------|----------------------|----------------------|---------------------|------------|-----------|
| NUMBER | 29 | 3 | 10 | 38 | 11 | 31 | 31 | 14 | 25 | 10 |
| XRESP | 11.42 | 1.18 | 3.94 | 14.96 | 4.33 | 12.20 | 12.20 | 5.51 | 9.84 | 3.94 |
| | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | BEAT CAR AGST SIGN | OTHER | | | | |
| NUMBER | 12 | 9 | 12 | 14 | 1 | 4 | | | | |
| XRESP | 4.72 | 3.54 | 4.72 | 5.51 | .39 | 1.57 | | | | |

DISTRIBUTION, FIELD 192

PEDESTRIAN SECONDARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | P ILLEGAL ACTION | COND OF P ALCOHOL | SLOW SPED OF PEDEST | SHT TIME EXPOSURE | UNEXPECTED PLACE | RUNNING IN ROADWAY | INADEQUATE SEARCH | SEARCH MISDIRECT | STIMULUS OVERLOAD |
|--------|---------------------|---------------------|------------------------|------------------------|----------------------|-----------------------|-----------------------|----------------------|---------------------|----------------------|
| NUMBER | 83 | 14 | 50 | 6 | 132 | 53 | 167 | 88 | 75 | 14 |
| XRESP | 9.47 | 1.60 | 3.71 | .68 | 11.64 | 6.05 | 19.06 | 10.05 | 8.56 | 1.60 |
| | DISTRAC TN | INATTNTON | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | TRYING TO BEAT CAR | OTHER | | | |
| NUMBER | 58 | 55 | 25 | 42 | 25 | 12 | 7 | | | |
| XRESP | 6.62 | 6.28 | 2.85 | 4.79 | 2.85 | 1.37 | .80 | | | |

DISTRIBUTION, FIELD 192

PEDESTRIAN TERTIARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | COND OF P ALCOHOL | SLOW SPED OF PEDEST | SHT TIME EXPOSURE | UNEXPECTED PLACE | RUNNING IN ROADWAY | INADEQUATE SEARCH | SEARCH MISDIRECT | DISTRAC TN | INATTNTON |
|--------|------------------------|----------------------|------------------------|----------------------|---------------------|-----------------------|----------------------|---------------------|------------|-----------|
| NUMBER | 8 | 6 | 2 | 3 | 2 | 4 | 6 | 5 | 5 | 2 |
| XRESP | 14.81 | 11.11 | 3.70 | 5.56 | 3.70 | 7.41 | 11.11 | 9.26 | 9.26 | 3.70 |
| | MISINTERP OF INTENT | POOR PATH PREDICT | HUMAN FACTORS | OTHER | | | | | | |
| NUMBER | 1 | 4 | 3 | 3 | | | | | | |
| XRESP | 1.85 | 7.41 | 5.56 | 5.56 | | | | | | |

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DISTRIBUTION, FIELD 194

DRIVER CAUSAL FACTORS
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRAC T FROM TRAF |
|--------|------------------------|--------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|------------------------|
| NUMBER | 99 | 199 | 26 | 81 | 18 | 7 | 92 | 25 | 8 | 7 |
| XRESP | 15.16 | 30.47 | 3.98 | 12.40 | 2.76 | 1.07 | 14.09 | 3.83 | 1.23 | 1.07 |
| XTOTAL | 6.47 | 13.80 | 1.70 | 5.29 | 1.18 | .46 | 6.01 | 1.63 | .52 | .46 |
| | MISINTERP P INTENT | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | UNKNOWN | | |
| NUMBER | 15 | 2 | 14 | 12 | 8 | 26 | 14 | 878 | | |
| XRESP | 2.30 | .31 | 2.14 | 1.84 | 1.23 | 3.98 | 2.14 | .00 | | |
| XTOTAL | .98 | .13 | .91 | .78 | .52 | 1.70 | .91 | 57.35 | | |

DISTRIBUTION, FIELD 195

DRIVER CAUSAL FACTORS
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHO. | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF |
|--------|------------------------|--------------------|----------------------|--------------------|----------------------|----------------|----------------------|---------------------|----------------------|-----------------------|
| NUMBER | 16 | 574 | 7 | 9 | 5 | 1 | 24 | 40 | 7 | 16 |
| XRESP | 2.09 | 75.13 | .92 | 1.18 | .65 | .13 | 3.14 | 5.24 | .92 | 2.89 |
| XTOTAL | 1.85 | 37.49 | .46 | .59 | .33 | .07 | 1.57 | 2.61 | .46 | 1.05 |
| | MISINTERP P INTENT | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | RAN OFF TRAVELWAY | OTHER | UNKNOWN | | | |
| NUMBER | 31 | 3 | 18 | 3 | 7 | 11 | 767 | | | |
| XRESP | 4.06 | .39 | 1.31 | .39 | .92 | 1.44 | .00 | | | |
| XTOTAL | 2.02 | .20 | .65 | .20 | .46 | .72 | 50.10 | | | |

DISTRIBUTION, FIELD 196

DRIVER CAUSAL FACTORS
ACCORDING TO WITNESS ONE

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHO. | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF |
|--------|------------------------|--------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|
| NUMBER | 50 | 319 | 26 | 70 | 27 | 8 | 69 | 30 | 9 | 8 |
| XRESP | 7.27 | 46.37 | 3.78 | 10.17 | 3.92 | 1.16 | 9.88 | 4.36 | 1.31 | 1.16 |
| XTOTAL | 3.27 | 20.84 | 1.78 | 4.57 | 1.76 | .92 | 4.44 | 1.96 | .59 | .52 |
| | MISINTERP P INTENT | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | UNKNOWN | | |
| NUMBER | 17 | 2 | 11 | 6 | 5 | 21 | 11 | 843 | | |
| XRESP | 2.47 | .29 | 1.60 | .87 | .73 | 3.05 | 1.60 | .00 | | |
| XTOTAL | 1.11 | .13 | .72 | .39 | .33 | 1.37 | .72 | 55.06 | | |

DISTRIBUTION, FIELD 197

DRIVER CAUSAL FACTORS
ACCORDING TO WITNESS TWO

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHO. | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF |
|--------|------------------------|--------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|
| NUMBER | 22 | 113 | 8 | 32 | 9 | 4 | 22 | 5 | 6 | 4 |
| XRESP | 8.46 | 43.46 | 3.08 | 12.31 | 3.46 | 1.54 | 8.46 | 1.92 | 2.31 | 1.54 |
| XTOTAL | 1.44 | 7.38 | .52 | 2.09 | .59 | .26 | 1.44 | .33 | .39 | .26 |
| | MISINTERP P INTENT | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | UNKNOWN | | |
| NUMBER | 9 | 2 | 3 | 6 | 4 | 9 | 2 | 1271 | | |
| XRESP | 3.46 | .77 | 1.15 | 2.31 | 1.54 | 3.46 | .77 | .00 | | |
| XTOTAL | .59 | .13 | .20 | .39 | .26 | .59 | .13 | 83.62 | | |

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DISTRIBUTION, FIELD 198

DRIVER PRIMARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | INDICATED NONE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT |
|--------|--------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|
| NUMBER | 20 | 32 | 70 | 47 | 8 | 157 | 120 | 14 | 28 | 66 |
| XRESP | 2.77 | 4.43 | 9.70 | 6.51 | 1.11 | 21.75 | 16.62 | 1.94 | 3.88 | 9.14 |
| | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | | | | |
| NUMBER | 8 | 46 | 13 | 12 | 48 | 33 | | | | |
| XRESP | 1.11 | 6.37 | 1.80 | 1.66 | 6.65 | 4.57 | | | | |

DISTRIBUTION, FIELD 198

DRIVER SECONDARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT | PERSONAL LIMITS |
|--------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|--------------------|
| NUMBER | 7 | 36 | 16 | 1 | 35 | 38 | 3 | 6 | 50 | 1 |
| XRESP | 3.32 | 17.06 | 7.58 | .47 | 16.59 | 18.01 | 1.42 | 2.84 | 23.70 | .47 |
| | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | | | | | |
| NUMBER | 3 | 6 | 2 | 3 | 4 | | | | | |
| XRESP | 1.42 | 2.84 | .95 | 1.42 | 1.98 | | | | | |

C-66

DISTRIBUTION, FIELD 198

DRIVER TERTIARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT | PERSONAL LIMITS | POOR PATH PREDICT |
|--------|-----------------------|------------------|-------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|--------------------|----------------------|
| NUMBER | 2 | 18 | 2 | 14 | 15 | 4 | 1 | 4 | 1 | 3 |
| XRESP | 2.86 | 25.71 | 2.86 | 20.00 | 21.43 | 5.71 | 1.43 | 5.71 | 1.43 | 4.29 |
| | FAIL GIVE P RT WAY | OTHER | | | | | | | | |
| NUMBER | 1 | 5 | | | | | | | | |
| XRESP | 1.43 | 7.14 | | | | | | | | |

DISTRIBUTION, FIELD 200

DRIVER CAUSAL FACTORS
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT |
|--------|------------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|
| NUMBER | 445 | 16 | 24 | 11 | 2 | 34 | 24 | 3 | 9 | 6 |
| XRESP | 69.75 | 2.51 | 3.76 | 1.72 | .31 | 5.33 | 3.76 | .47 | 1.41 | .94 |
| XTOTAL | 29.07 | 1.05 | 1.57 | .72 | .13 | 2.22 | 1.57 | .20 | .59 | .39 |
| | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | JNKNOWN | | | |
| NUMBER | 4 | 8 | 20 | 13 | 18 | 1 | 893 | | | |
| XRESP | .63 | 1.25 | 3.13 | 2.04 | 2.82 | .16 | .00 | | | |
| XTOTAL | .26 | .52 | 1.31 | .85 | 1.18 | .07 | 58.33 | | | |

DISTRIBUTION, FIELD 201

DRIVER CAUSAL FACTORS
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | INDICATED NONE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT |
|--------|------------------------|----------------------|---------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|
| NUMBER | 670 | 4 | 2 | 5 | 4 | 10 | 11 | 7 | 10 | 6 |
| XRESP | 88.86 | .53 | .27 | .66 | .53 | 1.33 | 1.46 | .93 | 1.33 | .80 |
| XTOTAL | 43.76 | .26 | .13 | .33 | .26 | .65 | .72 | .46 | .65 | .39 |
| | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | JNKNOWN | | | |
| NUMBER | 2 | 10 | 5 | 2 | 5 | 1 | 777 | | | |
| XRESP | .27 | 1.33 | .66 | .27 | .66 | .13 | .00 | | | |
| XTOTAL | .13 | .65 | .33 | .13 | .33 | .07 | 50.75 | | | |

DISTRIBUTION, FIELD 202

DRIVER CAUSAL FACTORS
ACCORDING TO WITNESS ONE

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT |
|--------|------------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|
| NUMBER | 507 | 7 | 28 | 4 | 2 | 31 | 27 | 4 | 6 | 3 |
| XRESP | 75.00 | 1.04 | 4.14 | .59 | .30 | 4.59 | 3.99 | .59 | .89 | .44 |
| XTOTAL | 33.12 | .46 | 1.83 | .26 | .13 | 2.02 | 1.76 | .26 | .39 | .23 |
| | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | UNKNOWN | | | |
| NUMBER | 3 | 8 | 22 | 10 | 13 | 1 | 955 | | | |
| XRESP | .44 | 1.18 | 3.25 | 1.48 | 1.92 | .15 | .00 | | | |
| XTOTAL | .20 | .52 | 1.44 | .65 | .85 | .07 | 55.85 | | | |

C-67

DISTRIBUTION, FIELD 204

DRIVER TERTIARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRRACT FRM TRAF | MISINTERP P INTENT | PERSONAL LIMITS |
|--------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|--------------------|
| NUMBER | 1 | 9 | 2 | 1 | 4 | 5 | 6 | 1 | 2 | 2 |
| %RESP | 2.00 | 18.00 | 4.00 | 2.00 | 8.00 | 10.00 | 12.00 | 2.00 | 4.00 | 4.00 |
| | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | | | | | |
| NUMBER | 7 | 3 | 4 | 1 | 2 | | | | | |
| %RESP | 14.00 | 6.00 | 8.00 | 2.00 | 4.00 | | | | | |

DISTRIBUTION, FIELD 206

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ ND SHOULDER | ROADWAY CURVATURE | PED BLIND BY SUN | DR BLIND BY SUN |
|--------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|
| NUMBER | 51 | 365 | 10 | 11 | 22 | 37 | 16 | 6 | 1 | 4 |
| %RESP | 7.68 | 54.97 | 1.51 | 1.66 | 3.31 | 5.57 | 2.41 | .93 | .15 | .60 |
| %TOTAL | 3.33 | 23.84 | .65 | .72 | 1.44 | 2.42 | 1.05 | .39 | .07 | .26 |
| | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM |
| NUMBER | 2 | 3 | 24 | 13 | 16 | 11 | 5 | 3 | 6 | 7 |
| %RESP | .30 | .45 | 3.61 | 1.96 | 2.41 | 1.66 | .75 | .42 | .90 | 1.05 |
| %TOTAL | .13 | .20 | 1.57 | .85 | 1.95 | .72 | .33 | .20 | .39 | .46 |
| | OTHER | IMP VISON WEATHER | CONDTN RD SNOW ICE | CONDTN RD OTHER | UNKNOWN | | | | | |
| NUMBER | 12 | 11 | 21 | 7 | 857 | | | | | |
| %RESP | 1.81 | 1.66 | 3.16 | 1.05 | .00 | | | | | |
| %TOTAL | .78 | .72 | 1.37 | .46 | 56.53 | | | | | |

DISTRIBUTION, FIELD 207

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PED BLIND BY SUN | DR BLIND BY SUN |
|--------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|
| NUMBER | 19 | 347 | 9 | 29 | 32 | 32 | 12 | 11 | 2 | 10 |
| XRESP | 2.54 | 46.33 | 1.20 | 3.87 | 4.27 | 4.27 | 1.60 | 1.47 | .27 | 1.34 |
| XTOTAL | 1.24 | 22.66 | .59 | 1.89 | 2.09 | 2.09 | .78 | .72 | .13 | .65 |
| | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM |
| NUMBER | 14 | 3 | 22 | 8 | 5 | 7 | 43 | 22 | 23 | 26 |
| XRESP | 1.87 | .40 | 2.94 | 1.07 | .67 | .93 | 5.74 | 2.94 | 3.07 | 3.47 |
| XTOTAL | .91 | .20 | 1.44 | .52 | .33 | .46 | 2.81 | 1.44 | 1.50 | 1.70 |
| | OTHER | IMP VISON WEATHER | COND TN RD SNOW ICE | COND TN RD OTHER | UNKNOWN | | | | | |
| NUMBER | 25 | 14 | 22 | 12 | 782 | | | | | |
| XRESP | 3.34 | 1.87 | 2.94 | 1.60 | .00 | | | | | |
| XTOTAL | 1.63 | .91 | 1.44 | .78 | 51.08 | | | | | |

C-69

DISTRIBUTION, FIELD 208

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO WITNESS ONE

| | ANSWR NOT AVAILABLE | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PED BLIND BY SUN | DR BLIND BY SUN |
|--------|------------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|
| NUMBER | 36 | 363 | 10 | 17 | 28 | 30 | 11 | 5 | 3 | 7 |
| XRESP | 5.32 | 53.62 | 1.48 | 2.51 | 4.14 | 4.43 | 1.62 | .74 | .44 | 1.03 |
| XTOTAL | 2.35 | 23.71 | .65 | 1.11 | 1.83 | 1.96 | .72 | .33 | .20 | .46 |
| | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM |
| NUMBER | 5 | 1 | 24 | 10 | 9 | 11 | 20 | 11 | 12 | 11 |
| XRESP | .74 | .15 | 3.55 | 1.48 | 1.33 | 1.62 | 2.95 | 1.62 | 1.77 | 1.62 |
| XTOTAL | .33 | .07 | 1.57 | .65 | .59 | .72 | 1.31 | .72 | .78 | .72 |
| | OTHER | IMP VISON WEATHER | COND TN RD SNOW ICE | COND TN RD OTHER | UNKNOWN | | | | | |
| NUMBER | 17 | 11 | 13 | 12 | 854 | | | | | |
| XRESP | 2.51 | 1.62 | 1.92 | 1.77 | .00 | | | | | |
| XTOTAL | 1.11 | .72 | .85 | .78 | 55.78 | | | | | |

DISTRIBUTION, FIELD 209

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO WITNESS TWO

| | ANSWR NOT AVAILABLE | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PED BLIND BY SUN | DR BLIND BY SUN |
|--------|------------------------|-----------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|--------------------|
| NUMBER | 16 | 134 | 1 | 3 | 7 | 8 | 7 | 1 | 1 | 2 |
| XRESP | 6.35 | 53.17 | .40 | 1.19 | 2.78 | 3.17 | 2.78 | .40 | .40 | .79 |
| XTOTAL | 1.05 | 8.75 | .07 | .20 | .46 | .52 | .46 | .07 | .07 | .13 |
| | DR BLIND HEADLIGHT | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER |
| NUMBER | 1 | 8 | 7 | 4 | 4 | 10 | 4 | 4 | 6 | 11 |
| XRESP | .40 | 3.17 | 2.78 | 1.59 | 1.59 | 3.97 | 1.59 | 1.59 | 2.38 | 4.37 |
| XTOTAL | .07 | .52 | .46 | .26 | .26 | .65 | .26 | .26 | .39 | .72 |
| | IMP VISON WEATHER | CONDTN RD SNOW ICE | CONDTN RD OTHER | UNKNOWN | | | | | | |
| NUMBER | 4 | 4 | 5 | 1279 | | | | | | |
| XRESP | 1.59 | 1.59 | 1.98 | .00 | | | | | | |
| XTOTAL | .26 | .26 | .33 | 83.54 | | | | | | |

C-70

DISTRIBUTION, FIELD 210

ENVIRONMENTAL PRIMARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PEC BLIND BY SUN | DR BLIND BY SUN | DR BLIND HEADLIGHT |
|--------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|
| NUMBER | 23 | 19 | 23 | 63 | 30 | 24 | 17 | 3 | 13 | 16 |
| XRESP | 4.29 | 3.54 | 4.29 | 11.75 | 5.60 | 4.48 | 3.17 | .56 | 2.43 | 2.99 |
| | DR VIS OB WINDSHELD | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER |
| NUMBER | 4 | 25 | 12 | 16 | 9 | 61 | 21 | 29 | 28 | 27 |
| XRESP | .75 | 4.66 | 2.24 | 2.99 | 1.68 | 11.38 | 3.92 | 5.41 | 5.22 | 5.04 |
| | IMP VISON WEATHER | CONDTN RD SNOW ICE | CONDTN RD OTHER | | | | | | | |
| NUMBER | 25 | 28 | 20 | | | | | | | |
| XRESP | 4.66 | 5.22 | 3.73 | | | | | | | |

DISTRIBUTION, FIELD 210

ENVIRONMENTAL SECONDARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PED BLIND BY SUN | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD | P VIS OB PARK VEH |
|--------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|-----------------------|
| NUMBER | 3 | 19 | 53 | 14 | 9 | 9 | 1 | 6 | 1 | 11 |
| XRESP | 1.17 | 7.39 | 20.62 | 5.45 | 3.50 | 3.50 | .39 | 2.33 | .39 | 4.28 |
| | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER | CONDTN RD SNOW ICE |
| NUMBER | 3 | 7 | 6 | 24 | 15 | 12 | 15 | 15 | 8 | 4 |
| XRESP | 1.17 | 2.72 | 2.33 | 9.34 | 5.84 | 4.67 | 5.84 | 5.84 | 3.11 | 1.56 |
| | COND TN RD OTHER | | | | | | | | | |
| NUMBER | 22 | | | | | | | | | |
| XRESP | 8.56 | | | | | | | | | |

C-71

DISTRIBUTION, FIELD 210

ENVIRONMENTAL TERTIARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PED BLIND BY SUN | DR BLIND BY SUN | DR BLIND HEADLIGHT | P VIS OB PARK VEH |
|--------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|--------------------|------------------------|----------------------|
| NUMBER | 2 | 10 | 30 | 5 | 4 | 8 | 1 | 1 | 2 | 2 |
| XRESP | 1.65 | 8.26 | 24.79 | 4.13 | 3.31 | 6.61 | .83 | .83 | 1.65 | 1.65 |
| | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | COND TN RD SNOW ICE | COND TN RD OTHER |
| NUMBER | 2 | 1 | 5 | 8 | 6 | 3 | 5 | 12 | 5 | 9 |
| XRESP | 1.65 | .83 | 4.13 | 6.61 | 4.96 | 2.48 | 4.13 | 9.92 | 4.13 | 7.44 |

DISTRIBUTION, FIELD 212

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO PEDESTRIAN

| | ANSWR NOT AVAILABLE | INDICATED NONE | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | DR BLIND HEADLIGHT | P VIS OB PARK VEH | P VIS OB MOVE TRAF |
|---------|------------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|----------------------|-----------------------|-----------------------|-----------------------|
| NUMBER | 543 | 1 | 3 | 6 | 7 | 11 | 7 | 2 | 7 | 1 |
| %RESP | 83.28 | .15 | .46 | .92 | 1.07 | 1.69 | 1.07 | .31 | 1.07 | .15 |
| %TOTAL | 35.47 | .07 | .20 | .39 | .46 | .72 | .45 | .13 | .46 | .07 |
| | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER | CONDTN RD SNOW ICE | CONDTN RD OTHER |
| NUMBER | 5 | 3 | 20 | 5 | 9 | 6 | 4 | 3 | 4 | 5 |
| %RESP | .77 | .46 | 3.07 | .77 | 1.38 | .92 | .61 | .46 | .61 | .77 |
| %TOTAL | .33 | .20 | 1.31 | .33 | .59 | .39 | .26 | .20 | .26 | .33 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 879 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 57.41 | | | | | | | | | |

C-72

DISTRIBUTION, FIELD 213

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO DRIVER

| | ANSWR NOT AVAILABLE | INDICATED NONE | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | DR BLIND BY SUN | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD |
|--------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|
| NUMBER | 579 | 1 | 4 | 12 | 13 | 16 | 5 | 2 | 6 | 1 |
| %RESP | 78.24 | .14 | .54 | 1.62 | 1.76 | 2.16 | .68 | .27 | .81 | .14 |
| %TOTAL | 37.82 | .07 | .26 | .78 | .85 | 1.05 | .33 | .13 | .39 | .07 |
| | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER |
| NUMBER | 12 | 4 | 12 | 2 | 19 | 11 | 4 | 12 | 13 | 6 |
| %RESP | 1.62 | .54 | 1.62 | .27 | 2.57 | 1.49 | .54 | 1.62 | 1.76 | .81 |
| %TOTAL | .78 | .26 | .78 | .13 | 1.24 | .72 | .26 | .78 | .85 | .39 |
| | CONDTN RD SNOW ICE | CONDTN RD OTHER | UNKNOWN | | | | | | | |
| NUMBER | 1 | 5 | 791 | | | | | | | |
| %RESP | .14 | .68 | .00 | | | | | | | |
| %TOTAL | .07 | .33 | 51.67 | | | | | | | |

DISTRIBUTION, FIELD 214

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO WITNESS ONE

| | ANSWR NOT AVAILABLE | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | PEO BLIND BY SUN | DR BLIND HEADLIGHT |
|--------|------------------------|-----------------------|------------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|---------------------|-----------------------|
| NUMBER | 544 | 1 | 3 | 3 | 10 | 10 | 11 | 6 | 1 | 1 |
| XRESP | 81.68 | .15 | .45 | .45 | 1.50 | 1.50 | 1.65 | .90 | .15 | .15 |
| XTOTAL | 35.53 | .07 | .20 | .20 | .65 | .65 | .72 | .39 | .07 | .07 |
| | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER |
| NUMBER | 9 | 4 | 6 | 3 | 16 | 9 | 8 | 7 | 5 | 3 |
| XRESP | 1.35 | .60 | .90 | .45 | 2.40 | 1.35 | 1.20 | 1.05 | .75 | .49 |
| XTOTAL | .59 | .26 | .39 | .20 | 1.05 | .59 | .52 | .46 | .33 | .20 |
| | COND TN RD SNOW ICE | COND TN RD OTHER | UNKNOWN | | | | | | | |
| NUMBER | 2 | 4 | 865 | | | | | | | |
| XRESP | .30 | .60 | .00 | | | | | | | |
| XTOTAL | .13 | .26 | 56.50 | | | | | | | |

C-73

DISTRIBUTION, FIELD 215

ENVIRONMENTAL CAUSAL FACTORS
ACCORDING TO WITNESS TWO

| | ANSWR NOT AVAILABLE | INDICATED NONE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | P VIS OB PARK VEH | P VIS OB MOVE TRAF |
|--------|------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|----------------------|----------------------|------------------------|-----------------------|
| NUMBER | 199 | 1 | 2 | 1 | 3 | 2 | 3 | 1 | 4 | 1 |
| XRESP | 80.57 | .40 | .81 | .40 | 1.21 | .81 | 1.21 | .40 | 1.62 | .40 |
| XTOTAL | 13.00 | .07 | .13 | .07 | .20 | .13 | .20 | .07 | .26 | .07 |
| | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER | COND TN RD SNOW ICE | COND TN RD OTHER |
| NUMBER | 3 | 2 | 6 | 5 | 5 | 5 | 1 | 1 | 1 | 1 |
| XRESP | 1.21 | .81 | 2.43 | 2.02 | 2.02 | 2.02 | .40 | .40 | .40 | .40 |
| XTOTAL | .20 | .13 | .39 | .33 | .33 | .33 | .07 | .07 | .07 | .07 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 1284 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 83.87 | | | | | | | | | |

DISTRIBUTION, FIELD 216

ENVIRONMENTAL PRIMARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | CONDITION OF VEHICL | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | DR BLIND BY SUN | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD | P VIS OB PARK VEH |
|--------|------------------------|------------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|-----------------------|
| NUMBER | 1 | 2 | 1 | 3 | 4 | 1 | 1 | 4 | 1 | 4 |
| XRESP | 1.41 | 2.82 | 1.41 | 4.23 | 5.63 | 1.41 | 1.41 | 5.63 | 1.41 | 5.63 |
| | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER | CONDTN RD SNOW ICE |
| NUMBER | 2 | 5 | 2 | 9 | 9 | 4 | 7 | 4 | 2 | 5 |
| XRESP | 2.82 | 7.04 | 2.82 | 12.68 | 12.68 | 5.63 | 9.86 | 5.63 | 2.82 | 7.04 |

DISTRIBUTION, FIELD 216

ENVIRONMENTAL SECONDARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | CONDITION OF VEHICL | INADQ RDW LIGHTING | NO RDWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | DR BLIND BY SUN | DR BLIND HEADLIGHT | DR VIS OB WINDSHELD |
|--------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|
| NUMBER | 2 | 2 | 14 | 28 | 12 | 16 | 3 | 5 | 3 | 2 |
| XRESP | .79 | .79 | 5.51 | 11.02 | 4.72 | 6.30 | 3.54 | 1.97 | 1.18 | .79 |
| | P VIS OB PARK VEH | P VIS OB MOVE TRAF | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | IMP VISON WEATHER |
| NUMBER | 37 | 5 | 17 | 7 | 28 | 12 | 12 | 11 | 7 | 6 |
| XRESP | 14.57 | 1.97 | 6.69 | 2.76 | 11.02 | 4.72 | 4.72 | 4.33 | 2.76 | 2.36 |
| | COND TN RD SNOW ICE | COND TN RD OTHER | | | | | | | | |
| NUMBER | 9 | 10 | | | | | | | | |
| XRESP | 3.54 | 3.94 | | | | | | | | |

C-74

READY:

DISTRIBUTION, FIELD 216

ENVIRONMENTAL TERTIARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | CONDITION OF VEHICL | INADQ RBW LIGHTING | NO ROWY LIGHTING | NO SIDEWALKS | INADQ NO SHOULDER | ROADWAY CURVATURE | DR BLIND BY SUN | DR BLIND HEADLIGHT | P VIS OB PARK VEH | P VIS OB MOVE TRAF |
|--------|------------------------|-----------------------|-----------------------|------------------------|------------------------|------------------------|--------------------|-----------------------|----------------------|-----------------------|
| NUMBER | 1 | 3 | 3 | 8 | 5 | 2 | 1 | 3 | 9 | 2 |
| XRESP | 1.41 | 4.23 | 4.23 | 11.27 | 7.04 | 2.82 | 1.41 | 4.23 | 12.68 | 2.82 |
| | P VIS OB STND TRAF | P VIS OB ROAD ITEM | DR VIS OB PARK CAR | DR VIS OB MOVE TRAF | DR VIS OB STND TRAF | DR VIS OB ROAD ITEM | OTHER | INF VISION WEATHER | CONDITN RD OTHER | |
| NUMBER | 5 | 1 | 5 | 2 | 3 | 3 | 7 | 5 | 3 | |
| XRESP | 7.04 | 1.41 | 7.84 | 2.82 | 4.23 | 4.23 | 9.86 | 7.04 | 4.23 | |

DISTRIBUTION, FIELD 218

SPECIFIC TRIP ORIGIN OF PEDESTRIAN

| | ANSWR NOT AVAILABLE | HOME | WORK | RESTAU RANT | BAR TAVERN | FRIEND HOUSE | SCHOOL | SOCIAL FACILITY | RECREATNL FACILITY | STORE SHOP AREA |
|--------|------------------------|-----------------|---------------|---------------------|--------------------|--------------------|-------------------|--------------------|-----------------------|--------------------|
| NUMBER | 4 | 367 | 63 | 12 | 29 | 164 | 75 | 11 | 47 | 101 |
| XRESP | .33 | 30.33 | 5.21 | .99 | 2.40 | 13.55 | 6.20 | .91 | 3.88 | 8.35 |
| XTOTAL | .26 | 23.97 | 4.11 | .78 | 1.89 | 10.71 | 4.90 | .72 | 3.07 | 6.60 |
| | CHURCH | NOT IN ROUTE | PARKED CAR | DISABLE V NO GAS | DISABLE V OTHER | SCHOOL BUS STOP | BUS STOP OTHER | OTHER | UNKNOWN | |
| NUMBER | 6 | 143 | 73 | 12 | 35 | 27 | 5 | 36 | 321 | |
| XRESP | .50 | 11.82 | 6.03 | .99 | 2.89 | 2.23 | .41 | 2.98 | .00 | |
| XTOTAL | .39 | 9.34 | 4.77 | .78 | 2.29 | 1.78 | .33 | 2.35 | 20.97 | |

C-75

DISTRIBUTION, FIELD 219

SPECIFIC TRIP ORIGIN OF DRIVER

| | ANSWR NOT AVAILABLE | HOME | WORK | RESTAU RANT | BAR TAVERN | FRIEND HOUSE | SCHOOL | SOCIAL FACILITY | RECREATNL FACILITY | STORE SHOP AREA |
|--------|------------------------|-----------------|---------------|--------------------|--------------------|-------------------|--------|--------------------|-----------------------|--------------------|
| NUMBER | 9 | 348 | 178 | 18 | 14 | 154 | 36 | 8 | 29 | 105 |
| XRESP | .94 | 36.33 | 18.58 | 1.88 | 1.46 | 16.88 | 3.75 | .84 | 3.03 | 10.96 |
| XTOTAL | .59 | 22.73 | 11.63 | 1.18 | .91 | 10.86 | 2.35 | .52 | 1.89 | 6.86 |
| | CHURCH | NOT IN ROUTE | PARKED CAR | DISABLE V OTHER | SCHOOL BUS STOP | BUS STOP OTHER | OTHER | UNKNOWN | | |
| NUMBER | 8 | 17 | 2 | 2 | 4 | 4 | 22 | 573 | | |
| XRESP | .84 | 1.77 | .21 | .21 | .42 | .42 | 2.30 | .00 | | |
| XTOTAL | .52 | 1.11 | .13 | .13 | .26 | .26 | 1.44 | 37.43 | | |

DISTRIBUTION, FIELD 221

SPECIFIC TRIP DESTINATION OF DRIVER

| | ANSWR NOT AVAILABLE | HOME | WORK | RESTAU RANT | BAR TAVERN | FRIEND HOUSE | SCHOOL | SOCIAL FACILITY | RECREATNL FACILITY | STORE SHOP AREA |
|--------|------------------------|-----------------|---------------|--------------------|--------------------|-------------------|--------|--------------------|-----------------------|--------------------|
| NUMBER | 8 | 432 | 127 | 10 | 4 | 136 | 46 | 6 | 23 | 94 |
| XRESP | .84 | 45.26 | 13.31 | 1.05 | .42 | 14.26 | 4.82 | .63 | 2.41 | 9.85 |
| XTOTAL | .52 | 28.22 | 8.30 | .65 | .26 | 8.88 | 3.00 | .39 | 1.50 | 6.14 |
| | CHURCH | NOT IN ROUTE | PARKED CAR | DISABLE V OTHER | SCHOOL BUS STOP | BUS STOP OTHER | OTHER | UNKNOWN | | |
| NUMBER | 4 | 27 | 1 | 2 | 4 | 2 | 28 | 577 | | |
| XRESP | .42 | 2.83 | .10 | .21 | .42 | .21 | 2.94 | .00 | | |
| XTOTAL | .26 | 1.76 | .07 | .13 | .26 | .13 | 1.83 | 37.69 | | |

C-76

DISTRIBUTION, FIELD 220

SPECIFIC TRIP DESTINATION OF PEDESTRIAN

| | ANSWR NOT AVAILABLE | HOME | WORK | RESTAU RANT | BAR TAVERN | FRIEND HOUSE | SCHOOL | SOCIAL FACILITY | RECREATNL FACILITY | STORE SHOP AREA |
|--------|------------------------|-----------------|---------------|---------------------|--------------------|--------------------|-------------------|--------------------|-----------------------|--------------------|
| NUMBER | 12 | 372 | 60 | 17 | 7 | 117 | 62 | 5 | 29 | 99 |
| XRESP | 1.02 | 31.55 | 5.09 | 1.44 | .59 | 9.92 | 5.26 | .42 | 2.46 | 8.40 |
| XTOTAL | .78 | 24.30 | 3.92 | 1.11 | .46 | 7.64 | 4.05 | .33 | 1.89 | 6.47 |
| | CHURCH | NOT IN ROUTE | PARKED CAR | DISABLE V NO GAS | DISABLE V OTHER | SCHOOL BUS STOP | BUS STOP OTHER | OTHER | UNKNOWN | |
| NUMBER | 7 | 206 | 63 | 2 | 15 | 21 | 10 | 75 | 352 | |
| XRESP | .59 | 17.47 | 5.34 | .17 | 1.27 | 1.78 | .85 | 6.36 | .00 | |
| XTOTAL | .46 | 13.46 | 4.11 | .13 | .98 | 1.37 | .65 | 4.90 | 22.99 | |

DISTRIBUTION, FIELD 222

ACCIDENT SCENE TO ORIGIN DISTANCE FOR PEDESTRIAN
NEAREST TENTH OF MILE

| | ANSHR NOT AVAILABLE | 1 1/10 MILE | 2 1/10 MILE | 3 1/10 MILE | 4 1/10 MILE | 5 1/10 MILE | 6 1/10 MILE | 7 1/10 MILE | 8 1/10 MILE | 9 1/10 MILE |
|--------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| NUMBER | 515 | 292 | 70 | 54 | 16 | 42 | 5 | 7 | 5 | 5 |
| XRESP | 44.36 | 25.15 | 6.03 | 4.65 | 1.38 | 3.62 | .43 | .60 | .43 | .43 |
| XTOTAL | 33.64 | 19.07 | 4.57 | 3.53 | 1.05 | 2.74 | .33 | .46 | .33 | .33 |
| | 10 1/10 MILE | 11 1/10 MILE | 12 1/10 MILE | 13 1/10 MILE | 15 1/10 MILE | 17 1/10 MILE | 18 1/10 MILE | 20 1/10 MILE | 22 1/10 MILE | 23 1/10 MILE |
| NUMBER | 32 | 5 | 2 | 2 | 5 | 4 | 2 | 15 | 1 | 1 |
| XRESP | 2.76 | .43 | .17 | .17 | .43 | .34 | .17 | 1.29 | .09 | .09 |
| XTOTAL | 2.09 | .33 | .13 | .13 | .33 | .26 | .13 | .98 | .07 | .07 |
| | 24 1/10 MILE | 25 1/10 MILE | 26 1/10 MILE | 28 1/10 MILE | 30 1/10 MILE | 35 1/10 MILE | 37 1/10 MILE | 40 1/10 MILE | 48 1/10 MILE | 50 1/10 MILE |
| NUMBER | 1 | 3 | 2 | 1 | 12 | 1 | 3 | 8 | 1 | 12 |
| XRESP | .09 | .26 | .17 | .09 | 1.03 | .09 | .26 | .69 | .09 | 1.03 |
| XTOTAL | .07 | .20 | .13 | .07 | .78 | .07 | .20 | .52 | .07 | .78 |
| | 60 1/10 MILE | 62 1/10 MILE | 63 1/10 MILE | 70 1/10 MILE | 75 1/10 MILE | 80 1/10 MILE | 86 1/10 MILE | 87 1/10 MILE | 90 1/10 MILE | 99 1/10 MILE |
| NUMBER | 4 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 6 | 18 |
| XRESP | .34 | .09 | .09 | .17 | .09 | .17 | .09 | .09 | .52 | 1.55 |
| XTOTAL | .26 | .07 | .07 | .13 | .07 | .13 | .07 | .07 | .39 | 1.18 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 370 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 24.17 | | | | | | | | | |

C-77

DISTRIBUTION, FIELD 223

ACCIDENT SCENE TO ORIGIN DISTANCE FOR DRIVER
NEAREST MILE

| | ANSMR NOT AVAILABLE | 1 MILES | 2 MILES | 3 MILES | 4 MILES | 5 MILES | 6 MILES | 7 MILES | 8 MILES | 9 MILES |
|--------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| NUMBER | 104 | 231 | 105 | 84 | 47 | 65 | 37 | 24 | 36 | 13 |
| XRESP | 11.39 | 25.30 | 11.50 | 9.20 | 5.15 | 7.12 | 4.05 | 2.63 | 3.94 | 1.42 |
| XTOTAL | 6.79 | 15.09 | 6.86 | 5.49 | 3.07 | 4.25 | 2.42 | 1.57 | 2.35 | .85 |
| | 10 MILES | 11 MILES | 12 MILES | 13 MILES | 14 MILES | 15 MILES | 16 MILES | 17 MILES | 18 MILES | 20 MILES |
| NUMBER | 34 | 5 | 21 | 2 | 5 | 20 | 6 | 4 | 4 | 15 |
| XRESP | 3.72 | .55 | 2.30 | .22 | .55 | 2.19 | .66 | .44 | .44 | 1.64 |
| XTOTAL | 2.22 | .33 | 1.37 | .13 | .33 | 1.31 | .39 | .26 | .26 | .98 |
| | 21 MILES | 22 MILES | 24 MILES | 25 MILES | 25 MILES | 30 MILES | 35 MILES | 38 MILES | 40 MILES | 50 MILES |
| NUMBER | 2 | 1 | 3 | 10 | 1 | 7 | 1 | 1 | 1 | 2 |
| XRESP | .22 | .11 | .33 | 1.10 | .11 | .77 | .11 | .11 | .11 | .22 |
| XTOTAL | .13 | .07 | .20 | .65 | .07 | .46 | .07 | .07 | .07 | .13 |
| | 60 MILES | 62 MILES | 65 MILES | 70 MILES | 80 MILES | 90 MILES | 99 MILES | UNKNOWN | | |
| NUMBER | 1 | 1 | 1 | 1 | 2 | 3 | 13 | 618 | | |
| XRESP | .11 | .11 | .11 | .11 | .22 | .33 | 1.42 | .00 | | |
| XTOTAL | .07 | .07 | .07 | .07 | .13 | .20 | .85 | 40.37 | | |

C-78

DISTRIBUTION, FIELD 224

ACCIDENT SCENE TO DESTINATION DISTANCE FOR PED
NEAREST TENTH OF MILE

| | ANSMR NOT AVAILABLE | 1 1/10 MILE | 2 1/10 MILE | 3 1/10 MILE | 4 1/10 MILE | 5 1/10 MILE | 6 1/10 MILE | 7 1/10 MILE | 8 1/10 MILE | 9 1/10 MILE |
|--------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| NUMBER | 498 | 284 | 68 | 29 | 14 | 29 | 6 | 4 | 11 | 3 |
| XRESP | 44.34 | 25.78 | 6.15 | 2.62 | 1.27 | 2.62 | .54 | .36 | 1.00 | .27 |
| XTOTAL | 32.01 | 18.55 | 4.44 | 1.89 | .91 | 1.89 | .39 | .26 | .72 | .20 |
| | 10 1/10 MILE | 11 1/10 MILE | 12 1/10 MILE | 13 1/10 MILE | 14 1/10 MILE | 15 1/10 MILE | 17 1/10 MILE | 18 1/10 MILE | 19 1/10 MILE | 20 1/10 MILE |
| NUMBER | 36 | 4 | 5 | 2 | 1 | 10 | 1 | 1 | 2 | 10 |
| XRESP | 3.26 | .36 | .45 | .18 | .09 | .90 | .09 | .09 | .18 | .90 |
| XTOTAL | 2.35 | .26 | .33 | .13 | .07 | .65 | .07 | .07 | .13 | .65 |
| | 21 1/10 MILE | 23 1/10 MILE | 24 1/10 MILE | 25 1/10 MILE | 26 1/10 MILE | 30 1/10 MILE | 35 1/10 MILE | 40 1/10 MILE | 43 1/10 MILE | 45 1/10 MILE |
| NUMBER | 2 | 1 | 2 | 5 | 1 | 13 | 2 | 6 | 1 | 1 |
| XRESP | .18 | .09 | .18 | .45 | .09 | 1.18 | .18 | .54 | .09 | .09 |
| XTOTAL | .13 | .07 | .13 | .33 | .07 | .85 | .13 | .39 | .07 | .07 |
| | 50 1/10 MILE | 55 1/10 MILE | 60 1/10 MILE | 65 1/10 MILE | 68 1/10 MILE | 70 1/10 MILE | 71 1/10 MILE | 80 1/10 MILE | 83 1/10 MILE | 85 1/10 MILE |
| NUMBER | 9 | 1 | 9 | 1 | 1 | 3 | 1 | 1 | 1 | 1 |
| XRESP | .81 | .09 | .81 | .09 | .09 | .27 | .09 | .09 | .09 | .09 |
| XTOTAL | .59 | .07 | .59 | .07 | .07 | .20 | .07 | .07 | .07 | .07 |
| | 90 1/10 MILE | 92 1/10 MILE | 99 1/10 MILE | UNKNOWN | | | | | | |
| NUMBER | 3 | 3 | 27 | 426 | | | | | | |
| XRESP | .27 | .27 | 2.44 | .00 | | | | | | |
| XTOTAL | .20 | .20 | 1.76 | 27.82 | | | | | | |

C-79

DISTRIBUTION, FIELD 225

ACCIDENT SCENE TO DESTINATION DISTANCE FOR DRIVER
NEAREST MILE

| | ANSWR NOT AVAILABLE | 1 MILES | 2 MILES | 3 MILES | 4 MILES | 5 MILES | 6 MILES | 7 MILES | 8 MILES | 9 MILES |
|--------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| NUMBER | 108 | 219 | 114 | 83 | 51 | 65 | 42 | 18 | 23 | 13 |
| %RESP | 11.99 | 24.31 | 12.65 | 9.21 | 5.66 | 7.21 | 4.65 | 2.00 | 2.55 | 1.44 |
| %TOTAL | 7.05 | 14.30 | 7.45 | 5.42 | 3.33 | 4.25 | 2.74 | 1.18 | 1.50 | .85 |
| | 10 MILES | 11 MILES | 12 MILES | 13 MILES | 14 MILES | 15 MILES | 16 MILES | 17 MILES | 18 MILES | 20 MILES |
| NUMBER | 26 | 3 | 17 | 7 | 4 | 18 | 6 | 6 | 5 | 14 |
| %RESP | 2.89 | .33 | 1.89 | .78 | .44 | 2.00 | .67 | .67 | .55 | 1.55 |
| %TOTAL | 1.70 | .20 | 1.11 | .46 | .26 | 1.18 | .39 | .39 | .33 | .91 |
| | 22 MILES | 23 MILES | 24 MILES | 25 MILES | 26 MILES | 27 MILES | 28 MILES | 29 MILES | 30 MILES | 35 MILES |
| NUMBER | 2 | 1 | 1 | 5 | 3 | 1 | 3 | 1 | 3 | 4 |
| %RESP | .22 | .11 | .11 | .55 | .33 | .11 | .33 | .11 | .33 | .44 |
| %TOTAL | .13 | .07 | .07 | .33 | .20 | .07 | .20 | .07 | .20 | .26 |
| | 38 MILES | 40 MILES | 45 MILES | 49 MILES | 50 MILES | 52 MILES | 53 MILES | 54 MILES | 57 MILES | 60 MILES |
| NUMBER | 1 | 4 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 2 |
| %RESP | .11 | .44 | .33 | .11 | .22 | .11 | .11 | .11 | .11 | .22 |
| %TOTAL | .07 | .26 | .20 | .07 | .13 | .07 | .07 | .07 | .07 | .13 |
| | 69 MILES | 70 MILES | 80 MILES | 87 MILES | 93 MILES | UNKNOWN | | | | |
| NUMBER | 1 | 1 | 1 | 1 | 14 | 630 | | | | |
| %RESP | .11 | .11 | .11 | .11 | 1.55 | .00 | | | | |
| %TOTAL | .07 | .07 | .07 | .07 | .91 | 41.15 | | | | |

DISTRIBUTION, FIELD 226

ACCIDENT SCENE TO HOME DISTANCE FOR PEDESTRIAN
NEAREST TENTH OF MILE

| | ANSWR NOT AVAILABLE | 1 1/10 MILE | 2 1/10 MILE | 3 1/10 MILE | 4 1/10 MILE | 5 1/10 MILE | 6 1/10 MILE | 7 1/10 MILE | 8 1/10 MILE | 9 1/10 MILE |
|--------|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| NUMBER | 273 | 236 | 82 | 49 | 18 | 60 | 10 | 7 | 14 | 8 |
| XRESP | 22.41 | 19.38 | 6.73 | 4.02 | 1.48 | 4.93 | .82 | .57 | 1.15 | .66 |
| XTOTAL | 17.83 | 15.41 | 5.36 | 3.20 | 1.18 | 3.92 | .65 | .46 | .91 | .52 |
| | 10 1/10 MILE | 11 1/10 MILE | 12 1/10 MILE | 13 1/10 MILE | 14 1/10 MILE | 15 1/10 MILE | 17 1/10 MILE | 18 1/10 MILE | 19 1/10 MILE | 20 1/10 MILE |
| NUMBER | 60 | 5 | 6 | 5 | 3 | 16 | 4 | 7 | 3 | 27 |
| XRESP | 4.93 | .41 | .49 | .41 | .25 | 1.31 | .33 | .57 | .25 | 2.22 |
| XTOTAL | 3.92 | .33 | .39 | .33 | .20 | 1.05 | .26 | .46 | .20 | 1.76 |
| | 21 1/10 MILE | 23 1/10 MILE | 24 1/10 MILE | 25 1/10 MILE | 26 1/10 MILE | 29 1/10 MILE | 30 1/10 MILE | 34 1/10 MILE | 35 1/10 MILE | 36 1/10 MILE |
| NUMBER | 3 | 3 | 4 | 13 | 3 | 1 | 21 | 1 | 5 | 1 |
| XRESP | .25 | .25 | .33 | 1.07 | .25 | .08 | 1.72 | .08 | .41 | .08 |
| XTOTAL | .20 | .20 | .26 | .85 | .20 | .07 | 1.37 | .07 | .33 | .07 |
| | 39 1/10 MILE | 40 1/10 MILE | 41 1/10 MILE | 44 1/10 MILE | 45 1/10 MILE | 47 1/10 MILE | 50 1/10 MILE | 52 1/10 MILE | 55 1/10 MILE | 56 1/10 MILE |
| NUMBER | 1 | 10 | 1 | 1 | 4 | 1 | 24 | 1 | 3 | 1 |
| XRESP | .08 | .82 | .08 | .08 | .33 | .08 | 1.97 | .08 | .25 | .08 |
| XTOTAL | .07 | .65 | .07 | .07 | .26 | .07 | 1.57 | .07 | .20 | .07 |
| | 60 1/10 MILE | 62 1/10 MILE | 63 1/10 MILE | 65 1/10 MILE | 66 1/10 MILE | 68 1/10 MILE | 70 1/10 MILE | 71 1/10 MILE | 72 1/10 MILE | 75 1/10 MILE |
| NUMBER | 14 | 1 | 1 | 2 | 1 | 1 | 11 | 1 | 1 | 1 |
| XRESP | 1.15 | .08 | .08 | .16 | .08 | .08 | .90 | .08 | .08 | .08 |
| XTOTAL | .91 | .07 | .07 | .13 | .07 | .07 | .72 | .07 | .07 | .07 |
| | 77 1/10 MILE | 80 1/10 MILE | 81 1/10 MILE | 83 1/10 MILE | 85 1/10 MILE | 88 1/10 MILE | 90 1/10 MILE | 92 1/10 MILE | 95 1/10 MILE | 99 1/10 MILE |
| NUMBER | 1 | 7 | 1 | 1 | 1 | 1 | 7 | 1 | 3 | 166 |
| XRESP | .08 | .57 | .08 | .08 | .08 | .08 | .57 | .08 | .25 | 13.63 |
| XTOTAL | .87 | .46 | .07 | .07 | .07 | .07 | .46 | .07 | .20 | 10.84 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 313 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 20.44 | | | | | | | | | |

C-81

DISTRIBUTION, FIELD 227

ACCIDENT SCENE TO HOME DISTANCE FOR DRIVER
NEAREST MILE

| | ANSWR NOT AVAILABLE | 1 MILES | 2 MILES | 3 MILES | 4 MILES | 5 MILES | 6 MILES | 7 MILES | 8 MILES | 9 MILES |
|--------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| NUMBER | 70 | 251 | 117 | 97 | 50 | 76 | 46 | 33 | 37 | 19 |
| XRESP | 6.48 | 23.22 | 10.82 | 8.97 | 5.55 | 7.03 | 4.26 | 3.05 | 3.42 | 1.76 |
| ZTOTAL | 4.57 | 16.39 | 7.64 | 6.34 | 3.92 | 4.96 | 3.00 | 2.16 | 2.42 | 1.24 |
| | 10 MILES | 11 MILES | 12 MILES | 13 MILES | 14 MILES | 15 MILES | 16 MILES | 17 MILES | 18 MILES | 20 MILES |
| NUMBER | 41 | 8 | 24 | 8 | 3 | 28 | 10 | 6 | 8 | 36 |
| XRESP | 3.79 | .74 | 2.22 | .74 | .28 | 2.59 | .93 | .56 | .74 | 3.33 |
| ZTOTAL | 2.68 | .52 | 1.57 | .52 | .20 | 1.83 | .65 | .39 | .52 | 2.35 |
| | 21 MILES | 22 MILES | 24 MILES | 25 MILES | 26 MILES | 27 MILES | 28 MILES | 30 MILES | 35 MILES | 38 MILES |
| NUMBER | 2 | 1 | 2 | 11 | 3 | 2 | 3 | 8 | 4 | 2 |
| XRESP | .19 | .09 | .19 | 1.02 | .28 | .19 | .28 | .74 | .37 | .19 |
| ZTOTAL | .13 | .07 | .13 | .72 | .20 | .13 | .20 | .52 | .26 | .13 |
| | 40 MILES | 41 MILES | 45 MILES | 49 MILES | 50 MILES | 53 MILES | 54 MILES | 57 MILES | 58 MILES | 60 MILES |
| NUMBER | 2 | 1 | 4 | 1 | 7 | 2 | 1 | 1 | 1 | 3 |
| XRESP | .19 | .09 | .37 | .09 | .65 | .19 | .09 | .09 | .09 | .28 |
| ZTOTAL | .13 | .07 | .26 | .07 | .46 | .13 | .07 | .07 | .07 | .20 |
| | 69 MILES | 70 MILES | 80 MILES | 87 MILES | 90 MILES | 99 MILES | UNKNOWN | | | |
| NUMBER | 1 | 3 | 1 | 1 | 1 | 35 | 450 | | | |
| XRESP | .09 | .28 | .09 | .09 | .09 | 3.24 | .00 | | | |
| ZTOTAL | .07 | .20 | .07 | .07 | .07 | 2.29 | 29.39 | | | |

C-82

DISTRIBUTION, FIELD 228

PEDESTRIAN WALKING TIME PRIOR TO ACCIDENT

| | ANSWR NOT AVAILABLE | 1 MINUTES | 2 MINUTES | 3 MINUTES | 4 MINUTES | 5 MINUTES | 7 MINUTES | 8 MINUTES | 9 MINUTES | 10 MINUTES |
|--------|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 72 | 305 | 100 | 73 | 12 | 181 | 2 | 6 | 5 | 128 |
| XRESP | 6.48 | 27.45 | 9.00 | 6.57 | 1.08 | 16.29 | .18 | .54 | .45 | 11.52 |
| XTOTAL | 4.70 | 19.92 | 6.53 | 4.77 | .78 | 11.82 | .13 | .39 | .33 | 8.36 |
| | 12 MINUTES | 15 MINUTES | 18 MINUTES | 20 MINUTES | 25 MINUTES | 30 MINUTES | 35 MINUTES | 40 MINUTES | 45 MINUTES | 50 MINUTES |
| NUMBER | 7 | 65 | 1 | 37 | 12 | 36 | 2 | 6 | 4 | 5 |
| XRESP | .63 | 5.85 | .09 | 3.33 | 1.08 | 3.24 | .18 | .54 | .36 | .45 |
| XTOTAL | .46 | 4.25 | .07 | 2.42 | .78 | 2.35 | .13 | .39 | .26 | .33 |
| | 55 MINUTES | 60 MINUTES | 65 MINUTES | 75 MINUTES | 95 MINUTES | 99 MINUTES | UNKNOWN | | | |
| NUMBER | 1 | 15 | 1 | 1 | 1 | 33 | 420 | | | |
| XRESP | .09 | 1.35 | .09 | .09 | .09 | 2.97 | .00 | | | |
| XTOTAL | .07 | .98 | .07 | .07 | .07 | 2.16 | 27.43 | | | |

C-83

DISTRIBUTION, FIELD 229

DRIVER DRIVING TIME PRIOR TO ACCIDENT

| | ANSWR NOT AVAILABLE | 1 MINUTES | 2 MINUTES | 3 MINUTES | 4 MINUTES | 5 MINUTES | 6 MINUTES | 7 MINUTES | 8 MINUTES | 9 MINUTES |
|--------|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 27 | 68 | 77 | 65 | 34 | 138 | 15 | 8 | 13 | 1 |
| XRESP | 2.97 | 7.49 | 8.48 | 7.16 | 3.74 | 15.20 | 1.65 | .88 | 1.43 | .11 |
| XTOTAL | 1.76 | 4.44 | 5.03 | 4.25 | 2.22 | 9.01 | .98 | .52 | .85 | .07 |
| | 10 MINUTES | 11 MINUTES | 12 MINUTES | 14 MINUTES | 15 MINUTES | 16 MINUTES | 17 MINUTES | 20 MINUTES | 22 MINUTES | 25 MINUTES |
| NUMBER | 141 | 2 | 13 | 2 | 115 | 3 | 1 | 52 | 1 | 29 |
| XRESP | 15.53 | .22 | 1.43 | .22 | 12.67 | .33 | .11 | 5.73 | .11 | 3.19 |
| XTOTAL | 9.21 | .13 | .85 | .13 | 7.51 | .20 | .07 | 3.40 | .07 | 1.89 |
| | 28 MINUTES | 30 MINUTES | 35 MINUTES | 40 MINUTES | 45 MINUTES | 50 MINUTES | 55 MINUTES | 60 MINUTES | 70 MINUTES | 80 MINUTES |
| NUMBER | 1 | 41 | 4 | 7 | 6 | 2 | 1 | 8 | 1 | 1 |
| XRESP | .11 | 4.52 | .44 | .77 | .66 | .22 | .11 | .88 | .11 | .11 |
| XTOTAL | .07 | 2.68 | .26 | .46 | .39 | .13 | .07 | .52 | .07 | .07 |
| | 90 MINUTES | 99 MINUTES | UNKNOWN | | | | | | | |
| NUMBER | 4 | 27 | 623 | | | | | | | |
| XRESP | .44 | 2.97 | .00 | | | | | | | |
| XTOTAL | .26 | 1.76 | 40.69 | | | | | | | |

DISTRIBUTION, FIELD 230

NUMBER OF TIMES PEDESTRIAN AT ACCIDENT SCENE
DURING THE PAST 12 MONTHS

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 10 |
|--------|------------------------|------|------|------|-----|------|------|-----|-------|---------|
| NUMBER | 13 | 35 | 17 | 10 | 9 | 13 | 9 | 2 | 3 | 20 |
| XRESP | 1.17 | 3.15 | 1.53 | .90 | .81 | 1.17 | .81 | .18 | .27 | 1.80 |
| XTOTAL | .85 | 2.29 | 1.11 | .65 | .59 | .85 | .59 | .13 | .20 | 1.31 |
| | 12 | 15 | 18 | 20 | 24 | 25 | 30 | 35 | 40 | 45 |
| NUMBER | 11 | 5 | 1 | 19 | 4 | 12 | 12 | 1 | 4 | 1 |
| XRESP | .99 | .45 | .09 | 1.71 | .36 | 1.08 | 1.08 | .09 | .36 | .09 |
| XTOTAL | .72 | .33 | .07 | 1.24 | .26 | .78 | .78 | .07 | .26 | .07 |
| | 50 | 52 | 60 | 75 | 80 | 87 | 88 | 90 | 99 | UNKNOWN |
| NUMBER | 31 | 1 | 8 | 4 | 3 | 1 | 1 | 2 | 859 | 420 |
| XRESP | 2.79 | .09 | .72 | .36 | .27 | .09 | .09 | .18 | 77.32 | .00 |
| XTOTAL | 2.02 | .87 | .52 | .26 | .20 | .07 | .07 | .13 | 56.11 | 27.43 |

C-84

DISTRIBUTION, FIELD 231

NUMBER OF TIMES DRIVER AT ACCIDENT SCENE
DURING THE PAST 12 MONTHS

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 |
|--------|------------------------|-------|---------|------|-----|------|------|------|-----|------|
| NUMBER | 11 | 19 | 13 | 5 | 8 | 13 | 15 | 1 | 2 | 16 |
| XRESP | 1.17 | 2.03 | 1.39 | .53 | .85 | 1.39 | 1.60 | .11 | .21 | 1.71 |
| XTOTAL | .72 | 1.24 | .85 | .33 | .52 | .85 | .98 | .07 | .13 | 1.05 |
| | 12 | 15 | 18 | 20 | 22 | 24 | 25 | 30 | 35 | 40 |
| NUMBER | 18 | 12 | 2 | 18 | 1 | 2 | 20 | 11 | 3 | 5 |
| XRESP | 1.92 | 1.28 | .21 | 1.92 | .11 | .21 | 2.13 | 1.17 | .32 | .53 |
| XTOTAL | 1.18 | .78 | .13 | 1.18 | .07 | .13 | 1.31 | .72 | .20 | .33 |
| | 45 | 48 | 50 | 52 | 55 | 60 | 75 | 80 | 85 | 90 |
| NUMBER | 4 | 1 | 40 | 4 | 2 | 8 | 5 | 1 | 1 | 1 |
| XRESP | .43 | .11 | 4.27 | .43 | .21 | .85 | .53 | .11 | .11 | .11 |
| XTOTAL | .26 | .07 | 2.61 | .26 | .13 | .52 | .33 | .07 | .07 | .07 |
| | 96 | 99 | UNKNOWN | | | | | | | |
| NUMBER | 1 | 674 | 594 | | | | | | | |
| XRESP | .11 | 71.93 | .00 | | | | | | | |
| XTOTAL | .07 | 44.02 | 38.80 | | | | | | | |

DISTRIBUTION, FIELD 232

| OCCUPATION OF PEDESTRIAN | | | | | | | | | | |
|--------------------------|------------------------|------------------------|--------------------|------------------------|-----------|-----------------|-----------|------------------------|---------------------|-------------------|
| | ANSWR NOT AVAILABLE | PROFESSNL TECHNICAL | FARMER FARM MGR | MGR OFFCL PROPRIETR | CLERICAL | SALES WORKER | CRAFTSMAN | OPERATIVE FACT WORK | HOUSEHOLD WORKER | SERVICE WORKER |
| NUMBER | 3 | 31 | 8 | 5 | 11 | 9 | 13 | 50 | 3 | 26 |
| XRESP | .24 | 2.52 | .65 | .41 | .99 | .73 | 1.06 | 4.06 | .24 | 2.11 |
| XTOTAL | .20 | 2.02 | .52 | .33 | .72 | .59 | .85 | 3.27 | .20 | 1.70 |
| | LABORER | STUDENT | RETIRED | UN EMPLOYED | HOUSEWIFE | CHILD | OT-ER | UNKNOWN | | |
| NUMBER | 75 | 576 | 57 | 47 | 41 | 261 | 15 | 300 | | |
| XRESP | 6.09 | 46.79 | 4.63 | 3.82 | 3.33 | 21.20 | 1.22 | .06 | | |
| XTOTAL | 4.90 | 37.62 | 3.72 | 3.07 | 2.58 | 17.05 | .98 | 19.60 | | |

DISTRIBUTION, FIELD 233

| OCCUPATION OF DRIVER | | | | | | | | | | |
|----------------------|------------------------|------------------------|--------------------|------------------------|-----------|-----------------|-----------|------------------------|---------------------|-------------------|
| | ANSWR NOT AVAILABLE | PROFESSNL TECHNICAL | FARMER FARM MGR | MGR OFFCL PROPRIETR | CLERICAL | SALES WORKER | CRAFTSMAN | OPERATIVE FACT WORK | HOUSEHOLD WORKER | SERVICE WORKER |
| NUMBER | 6 | 132 | 18 | 35 | 30 | 29 | 59 | 117 | 9 | 00 |
| XRESP | .58 | 12.72 | 1.73 | 3.37 | 2.89 | 2.79 | 5.68 | 11.27 | .48 | 5.78 |
| XTOTAL | .39 | 8.62 | 1.18 | 2.29 | 1.96 | 1.89 | 3.85 | 7.64 | .33 | 3.92 |
| | LABORER | STUDENT | RETIRED | UN EMPLOYED | HOUSEWIFE | CHILD | OTHER | UNKNOWN | | |
| NUMBER | 99 | 193 | 46 | 52 | 88 | 1 | 68 | 493 | | |
| XRESP | 9.54 | 18.59 | 4.43 | 5.01 | 8.48 | .10 | 6.55 | .06 | | |
| XTOTAL | 6.47 | 12.61 | 3.00 | 3.40 | 5.75 | .07 | 4.44 | 32.20 | | |

DISTRIBUTION, FIELD 234

| PEDESTRIAN PHYSICAL CONDITION IMPAIRED | | | | |
|--|------------------------|--------------------|---------------------|---------|
| | ANSWR NOT AVAILABLE | APPARENT NORMAL | ABILITY IMPAIRED | UNKNOWN |
| NUMBER | 14 | 1158 | 120 | 229 |
| XRESP | 1.08 | 89.71 | 9.22 | .00 |
| XTOTAL | .91 | 76.29 | 7.84 | 14.96 |

C-185

DISTRIBUTION, FIELD 235

DRIVER PHYSICAL CONDITION IMPAIRED

| | ANSWR NOT AVAILABLE | APPARENT NORMAL | ABILITY IMPAIRED | JNKVOWN |
|--------|------------------------|--------------------|---------------------|---------|
| NUMBER | 15 | 1122 | 69 | 345 |
| %RESP | 1.26 | 92.92 | 5.82 | .00 |
| %TOTAL | .98 | 71.98 | 4.51 | 22.53 |

DISTRIBUTION, FIELD 236

PHYSICAL CONDITION OF PEDESTRIAN

| | FATIGUED | HAD BEEN DRINKING | TAKING HARD DRUG | TAKING MEDICATON | NOT KNOWN | UNKNOWN |
|--------|----------|----------------------|---------------------|---------------------|--------------|---------|
| NUMBER | 11 | 157 | 12 | 9 | 657 | 685 |
| %RESP | 1.30 | 18.56 | 1.42 | 1.06 | 77.65 | .00 |
| %TOTAL | .72 | 10.25 | .78 | .59 | 42.91 | 44.74 |

C-06

DISTRIBUTION, FIELD 237

PHYSICAL CONDITION OF DRIVER

| | FATIGUED | HAD BEEN DRINKING | TAKING HARD DRUG | TAKING MEDICATON | NOT KNOWN | UNKNOWN |
|--------|----------|----------------------|---------------------|---------------------|--------------|---------|
| NUMBER | 21 | 97 | 8 | 7 | 675 | 723 |
| %RESP | 2.60 | 12.00 | .99 | .87 | 83.54 | .00 |
| %TOTAL | 1.37 | 6.34 | .52 | .46 | 44.09 | 47.22 |

DISTRIBUTION, FIELD 239

| DRIVER SIGHT CONDITION | | | | |
|------------------------|---------------------|------------------------|--------------|---------|
| | NORMAL CORRECTIV | DISABILTY UNCORRECT | NOT KNOWN | UNKNOWN |
| NUMBER | 908 | 2 | 357 | 224 |
| XRESP | 72.53 | .15 | 27.31 | .00 |
| XTOTAL | 61.92 | .13 | 23.32 | 14.63 |

DISTRIBUTION, FIELD 238

| PEDESTRIAN SIGHT CONDITION | | | | |
|----------------------------|---------------------|------------------------|--------------|---------|
| | NORMAL CORRECTIV | DISABILTY UNCORRECT | NOT KNOWN | UNKNOWN |
| NUMBER | 1817 | 24 | 354 | 136 |
| XRESP | 72.98 | 1.72 | 25.38 | .00 |
| XTOTAL | 66.43 | 1.57 | 23.12 | 6.88 |

C-87

DISTRIBUTION, FIELD 240

| PEDESTRIAN PHYSICAL HANDICAP | | | | | | | |
|------------------------------|------------------------|------------------------|------------------|------------------------|--------------------|--------------|---------|
| | NO OTHER IMPAIRMENT | HEAR DSBL UNCORRECT | WEAK HEAR AID | AMBJLATRY INCAPACTY | OTHER DISABILTY | NOT KNOWN | UNKNOWN |
| NUMBER | 962 | 12 | 5 | 7 | 22 | 367 | 156 |
| XRESP | 69.96 | .87 | .36 | .51 | 1.50 | 26.69 | .00 |
| XTOTAL | 62.83 | .78 | .33 | .46 | 1.44 | 23.97 | 10.19 |

DISTRIBUTION, FIELD 241

| | DRIVER PHYSICAL HANDICAP | | | | | | |
|--------|--------------------------|------------------------|------------------|-------------------------|--------------------|--------------|---------|
| | NO OTHER IMPAIRMNT | HEAR DSBL UNCORRECT | HEAR HEAR AID | AMBLYLATRY INCAPACTY | OT4ER DISABILTY | NOT KNOWN | UNKNOWN |
| NUMBER | 892 | 3 | 4 | 2 | 8 | 383 | 239 |
| %RESP | 69.04 | .23 | .31 | .15 | .82 | 29.64 | .00 |
| %TOTAL | 58.26 | .20 | .26 | .13 | .52 | 25.02 | 15.61 |

DISTRIBUTION, FIELD 242

| | PEDESTRIAN LICENSED TO DRIVE | | | | |
|--------|------------------------------|-------|-------|--------------|---------|
| | ANSWR NOT AVAILABLE | YES | NO | TDD YOJNG | UNKNOWN |
| NUMBER | 9 | 349 | 134 | 714 | 325 |
| %RESP | .75 | 28.94 | 11.11 | 59.20 | .00 |
| %TOTAL | .59 | 22.80 | 9.75 | 46.54 | 21.23 |

DISTRIBUTION, FIELD 243

| | DRIVER LICENSED TO DRIVE | | | | |
|--------|--------------------------|-------|------|--------------|---------|
| | ANSWR NOT AVAILABLE | YES | NO | TDD YOJNG | UNKNOWN |
| NUMBER | 3 | 1268 | 27 | 15 | 218 |
| %RESP | .23 | 96.57 | 2.06 | 1.14 | .00 |
| %TOTAL | .20 | 82.82 | 1.76 | .98 | 14.24 |

DISTRIBUTION, FIELD 244

PEDESTRIAN YEARS OF DRIVING EXPERIENCE

| | ANSMR NOT AVAILABLE | 1 YEARS | 2 YEARS | 3 YEARS | 4 YEARS | 5 YEARS | 6 YEARS | 7 YEARS | 8 YEARS | 9 YEARS |
|--------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| NUMBER | 12 | 39 | 22 | 12 | 15 | 13 | 14 | 7 | 10 | 3 |
| XRESP | 4.23 | 13.73 | 7.75 | 4.23 | 5.28 | 4.58 | 4.93 | 2.46 | 3.52 | 1.00 |
| XTOTAL | .78 | 2.55 | 1.44 | .78 | .98 | .85 | .91 | .46 | .65 | .20 |
| | 10 YEARS | 11 YEARS | 12 YEARS | 13 YEARS | 14 YEARS | 15 YEARS | 16 YEARS | 17 YEARS | 18 YEARS | 19 YEARS |
| NUMBER | 13 | 5 | 5 | 3 | 3 | 5 | 7 | 4 | 1 | 1 |
| XRESP | 4.58 | 1.76 | 1.76 | 1.06 | 1.06 | 1.76 | 2.46 | 1.41 | .35 | .35 |
| XTOTAL | .85 | .33 | .33 | .20 | .20 | .33 | .46 | .26 | .07 | .07 |
| | 20 YEARS | 21 YEARS | 22 YEARS | 23 YEARS | 24 YEARS | 25 YEARS | 26 YEARS | 27 YEARS | 28 YEARS | 30 YEARS |
| NUMBER | 10 | 2 | 1 | 2 | 2 | 3 | 2 | 4 | 2 | 7 |
| XRESP | 3.52 | .70 | .35 | .70 | .70 | 1.06 | .70 | 1.41 | .70 | 2.46 |
| XTOTAL | .65 | .13 | .07 | .13 | .13 | .28 | .13 | .26 | .13 | .46 |
| | 31 YEARS | 32 YEARS | 33 YEARS | 34 YEARS | 35 YEARS | 36 YEARS | 38 YEARS | 39 YEARS | 40 YEARS | 41 YEARS |
| NUMBER | 4 | 1 | 1 | 3 | 3 | 1 | 1 | 1 | 14 | 2 |
| XRESP | 1.41 | .35 | .35 | 1.06 | 1.06 | .35 | .35 | .35 | 4.93 | .70 |
| XTOTAL | .26 | .07 | .07 | .20 | .20 | .07 | .07 | .07 | .91 | .13 |
| | 42 YEARS | 45 YEARS | 46 YEARS | 47 YEARS | 49 YEARS | 50 YEARS | 51 YEARS | 52 YEARS | 53 YEARS | 55 YEARS |
| NUMBER | 2 | 3 | 1 | 2 | 1 | 5 | 1 | 1 | 1 | 1 |
| XRESP | .70 | 1.06 | .35 | .70 | .35 | 1.76 | .35 | .35 | .35 | .35 |
| XTOTAL | .13 | .20 | .07 | .13 | .07 | .33 | .07 | .07 | .07 | .07 |
| | 58 YEARS | 60 YEARS | 62 YEARS | UNKNOWN | | | | | | |
| NUMBER | 1 | 3 | 2 | 1247 | | | | | | |
| XRESP | .35 | 1.06 | .70 | .00 | | | | | | |
| XTOTAL | .07 | .20 | .13 | 81.45 | | | | | | |

C-89

DISTRIBUTION, FIELD 245

DRIVER YEARS OF DRIVING EXPERIENCE

| | ANSWR NOT AVAILABLE | 1 YEARS | 2 YEARS | 3 YEARS | 4 YEARS | 5 YEARS | 6 YEARS | 7 YEARS | 8 YEARS | 9 YEARS |
|--------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| NUMBER | 15 | 93 | 68 | 44 | 30 | 43 | 32 | 21 | 32 | 19 |
| XRESP | 1.71 | 10.60 | 7.75 | 5.02 | 3.42 | 4.90 | 3.65 | 2.39 | 3.65 | 2.17 |
| XTOTAL | .98 | 6.07 | 4.44 | 2.87 | 1.96 | 2.81 | 2.09 | 1.37 | 2.09 | 1.24 |
| | 10 YEARS | 11 YEARS | 12 YEARS | 13 YEARS | 14 YEARS | 15 YEARS | 16 YEARS | 17 YEARS | 18 YEARS | 19 YEARS |
| NUMBER | 33 | 30 | 29 | 9 | 14 | 36 | 17 | 20 | 19 | 6 |
| XRESP | 3.76 | 3.42 | 3.31 | 1.03 | 1.60 | 4.10 | 1.94 | 2.28 | 2.17 | .68 |
| XTOTAL | 2.16 | 1.96 | 1.89 | .59 | .91 | 2.35 | 1.11 | 1.31 | 1.24 | .39 |
| | 20 YEARS | 21 YEARS | 22 YEARS | 23 YEARS | 24 YEARS | 25 YEARS | 26 YEARS | 27 YEARS | 28 YEARS | 29 YEARS |
| NUMBER | 33 | 5 | 10 | 13 | 12 | 22 | 7 | 4 | 6 | 3 |
| XRESP | 3.76 | .57 | 1.14 | 1.48 | 1.37 | 2.51 | .80 | .46 | .68 | .34 |
| XTOTAL | 2.16 | .33 | .65 | .85 | .78 | 1.44 | .46 | .26 | .39 | .20 |
| | 30 YEARS | 31 YEARS | 32 YEARS | 33 YEARS | 34 YEARS | 35 YEARS | 36 YEARS | 37 YEARS | 38 YEARS | 39 YEARS |
| NUMBER | 20 | 5 | 10 | 6 | 5 | 18 | 5 | 5 | 7 | 1 |
| XRESP | 2.28 | .57 | 1.14 | .58 | .57 | 2.05 | .57 | .57 | .80 | .11 |
| XTOTAL | 1.31 | .33 | .65 | .39 | .33 | 1.18 | .33 | .33 | .46 | .07 |
| | 40 YEARS | 41 YEARS | 42 YEARS | 43 YEARS | 44 YEARS | 45 YEARS | 46 YEARS | 47 YEARS | 48 YEARS | 49 YEARS |
| NUMBER | 8 | 1 | 9 | 5 | 3 | 11 | 1 | 3 | 2 | 2 |
| XRESP | .91 | .11 | 1.03 | .57 | .34 | 1.25 | .11 | .34 | .23 | .23 |
| XTOTAL | .52 | .07 | .59 | .33 | .20 | .72 | .07 | .20 | .13 | .13 |
| | 50 YEARS | 52 YEARS | 53 YEARS | 55 YEARS | 56 YEARS | 58 YEARS | 60 YEARS | 63 YEARS | 64 YEARS | 70 YEARS |
| NUMBER | 9 | 1 | 2 | 5 | 1 | 1 | 3 | 1 | 1 | 1 |
| XRESP | 1.03 | .11 | .23 | .57 | .11 | .11 | .34 | .11 | .11 | .11 |
| XTOTAL | .59 | .07 | .13 | .33 | .07 | .07 | .20 | .07 | .07 | .07 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 654 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 42.72 | | | | | | | | | |

06-90

DISTRIBUTION, FIELD 246

ANY MOVING VIOLATIONS WITHIN PAST 5 YEARS (PED)

| | ANSWR NOT AVAILABLE | YES | NO | UNKNOWN |
|--------|------------------------|-------|-------|---------|
| | ----- | ----- | ----- | ----- |
| NUMBER | 12 | 89 | 162 | 1268 |
| XRESP | 4.56 | 33.84 | 61.60 | .00 |
| XTOTAL | .78 | 5.81 | 10.58 | 82.82 |

DISTRIBUTION, FIELD 247

ANY MOVING VIOLATIONS WITHIN PAST 5 YEARS (DRIVER)

| | ANSWR NOT AVAILABLE | YES | NO | UNKNOWN |
|--------|------------------------|-------|-------|---------|
| | ----- | ----- | ----- | ----- |
| NUMBER | 24 | 282 | 586 | 719 |
| XRESP | 2.96 | 34.73 | 62.32 | .00 |
| XTOTAL | 1.57 | 18.42 | 33.05 | 46.96 |

16-0

DISTRIBUTION, FIELD 248

INTENSITY OF PEDESTRIANS UPPER CLOTHING

| | ANSWR NOT AVAILABLE | LIGHT | MEDIUM | DARK | UNKNOWN |
|--------|------------------------|-------|--------|-------|---------|
| | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 31 | 396 | 281 | 350 | 463 |
| XRESP | 2.90 | 37.08 | 25.31 | 33.71 | .60 |
| XTOTAL | 2.02 | 25.87 | 18.35 | 23.51 | 30.24 |

DISTRIBUTION, FIELD 249

INTENSITY OF UPPER VEHICLE

| | ANSWR NOT AVAILABLE | LIGHT | MEDIUM | DARK | UNKNOWN |
|--------|------------------------|-------|--------|-------|---------|
| NUMBER | 14 | 386 | 382 | 332 | 447 |
| XRESP | 1.29 | 37.61 | 35.24 | 27.96 | .00 |
| XTOTAL | .91 | 25.21 | 24.95 | 19.73 | 29.20 |

DISTRIBUTION, FIELD 250

HUE OF PEDESTRIANS UPPER CLOTHING

| | ANSWR NOT AVAILABLE | BLUE | GREEN | YELLOW | ORANGE | RED | BROWN | BLACK | WHITE | UNKNOWN |
|--------|------------------------|-------|-------|--------|--------|-------|-------|-------|-------|---------|
| NUMBER | 34 | 275 | 109 | 59 | 23 | 138 | 162 | 57 | 197 | 477 |
| XRESP | 3.23 | 26.09 | 10.34 | 5.60 | 2.18 | 13.09 | 15.37 | 5.41 | 18.69 | .00 |
| XTOTAL | 2.22 | 17.96 | 7.12 | 3.85 | 1.50 | 9.01 | 10.58 | 3.72 | 12.87 | 31.16 |

DISTRIBUTION, FIELD 251

HUE OF UPPER VEHICLE

| | ANSWR NOT AVAILABLE | BLUE | GREEN | YELLOW | ORANGE | RED | BROWN | BLACK | WHITE | UNKNOWN |
|--------|------------------------|-------|-------|--------|--------|------|-------|-------|-------|---------|
| NUMBER | 16 | 189 | 171 | 105 | 20 | 95 | 112 | 138 | 239 | 446 |
| XRESP | 1.47 | 17.42 | 15.76 | 9.68 | 1.84 | 8.76 | 13.32 | 12.72 | 22.03 | .00 |
| XTOTAL | 1.05 | 12.34 | 11.17 | 6.86 | 1.31 | 6.21 | 7.32 | 9.01 | 15.61 | 29.13 |

C-92

DISTRIBUTION, FIELD 252

INTENSITY OF PEDESTRIANS LOWER CLOTHING

| | ANSWR NOT AVAILABLE | LIGHT | MEDIUM | DARK | UNKNOWN |
|--------|------------------------|-------|--------|-------|---------|
| NUMBER | 29 | 195 | 364 | 432 | 451 |
| XRESP | 2.69 | 18.06 | 33.70 | 45.56 | .00 |
| XTOTAL | 1.89 | 12.74 | 23.78 | 32.14 | 29.46 |

DISTRIBUTION, FIELD 253

INTENSITY OF LOWER VEHICLE

| | ANSWR NOT AVAILABLE | LIGHT | MEDIUM | DARK | UNKNOWN |
|--------|------------------------|-------|--------|-------|---------|
| NUMBER | 16 | 350 | 444 | 275 | 446 |
| XRESP | 1.47 | 32.26 | 41.92 | 25.35 | .00 |
| XTOTAL | 1.05 | 22.86 | 29.00 | 17.96 | 29.13 |

C-93

DISTRIBUTION, FIELD 254

HUE OF PEDESTRIANS LOWER CLOTHING

| | ANSWR NOT AVAILABLE | BLUE | GREEN | YELLOW | ORANGE | RED | BROWN | BLACK | WHITE | UNKNOWN |
|--------|------------------------|-------|-------|--------|--------|------|-------|-------|-------|---------|
| NUMBER | 31 | 514 | 106 | 27 | 10 | 103 | 161 | 71 | 53 | 455 |
| XRESP | 2.88 | 47.77 | 9.85 | 2.51 | .93 | 9.57 | 14.96 | 6.60 | 4.93 | .00 |
| XTOTAL | 2.02 | 33.57 | 6.92 | 1.76 | .65 | 6.73 | 10.52 | 4.64 | 3.46 | 29.72 |

DISTRIBUTION, FIELD 255

| | HUE OF LOWER VEHICLE | | | | | | | | | |
|--------|----------------------|-------|-------|--------|--------|-------|-------|-------|-------|---------|
| | ANSWR NOT AVAILABLE | BLUE | GREEN | YELLOW | ORANGE | RED | BROWN | BLACK | WHITE | UNKNOWN |
| NUMBER | 17 | 236 | 202 | 121 | 23 | 118 | 147 | 67 | 153 | 447 |
| XRESP | 1.57 | 21.77 | 18.63 | 11.16 | 2.12 | 10.89 | 13.56 | 6.18 | 14.11 | .00 |
| XTOTAL | 1.11 | 15.41 | 13.19 | 7.90 | 1.50 | 7.71 | 9.60 | 4.38 | 9.99 | 29.20 |

DISTRIBUTION, FIELD 256

C-94

| | ESTIMATED PREINVOLVEMENT SPEED | | | | | | | | | |
|--------|--------------------------------|--------|--------|--------|---------|--------|--------|--------|--------|--------|
| | ANSWR NOT AVAILABLE | 1 MPH | 2 MPH | 3 MPH | 4 MPH | 5 MPH | 6 MPH | 7 MPH | 8 MPH | 10 MPH |
| NUMBER | 97 | 3 | 9 | 19 | 3 | 56 | 1 | 1 | 8 | 74 |
| XRESP | 6.52 | .20 | .61 | 1.28 | .20 | 3.77 | .07 | .07 | .54 | 4.98 |
| XTOTAL | 6.34 | .20 | .59 | 1.24 | .20 | 3.66 | .07 | .07 | .52 | 4.83 |
| | 12 MPH | 15 MPH | 17 MPH | 18 MPH | 19 MPH | 20 MPH | 21 MPH | 22 MPH | 24 MPH | 25 MPH |
| NUMBER | 3 | 75 | 3 | 3 | 1 | 137 | 1 | 3 | 3 | 160 |
| XRESP | .20 | 5.04 | .20 | .20 | .07 | 9.21 | .07 | .20 | .20 | 10.76 |
| XTOTAL | .20 | 4.90 | .20 | .20 | .07 | 8.95 | .07 | .20 | .20 | 10.45 |
| | 27 MPH | 28 MPH | 30 MPH | 31 MPH | 32 MPH | 33 MPH | 34 MPH | 35 MPH | 37 MPH | 38 MPH |
| NUMBER | 2 | 4 | 157 | 1 | 1 | 5 | 2 | 158 | 1 | 2 |
| XRESP | .13 | .27 | 10.56 | .07 | .07 | .34 | .13 | 10.63 | .07 | .13 |
| XTOTAL | .13 | .26 | 10.25 | .07 | .07 | .33 | .13 | 10.32 | .07 | .13 |
| | 39 MPH | 40 MPH | 42 MPH | 43 MPH | 45 MPH | 49 MPH | 50 MPH | 53 MPH | 55 MPH | 60 MPH |
| NUMBER | 1 | 150 | 1 | 2 | 88 | 1 | 102 | 1 | 113 | 19 |
| XRESP | .07 | 10.09 | .07 | .13 | 5.92 | .07 | 6.86 | .07 | 7.60 | 1.28 |
| XTOTAL | .07 | 9.80 | .07 | .13 | 5.75 | .07 | 6.66 | .07 | 7.38 | 1.24 |
| | 65 MPH | 75 MPH | 90 MPH | 99 MPH | UNKNOWN | | | | | |
| NUMBER | 11 | 3 | 1 | 1 | 44 | | | | | |
| XRESP | .74 | .20 | .07 | .07 | .00 | | | | | |
| XTOTAL | .72 | .20 | .07 | .07 | 2.97 | | | | | |

DISTRIBUTION, FIELD 257

ESTIMATED IMPACT SPEED

| | ANSWR NOT AVAILABLE | 1 MPH | 2 MPH | 3 MPH | 4 MPH | 5 MPH | 6 MPH | 7 MPH | 8 MPH | 10 MPH |
|--------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| NUMBER | 13 | 28 | 59 | 63 | 15 | 215 | 2 | 8 | 14 | 131 |
| XRESP | .88 | 1.91 | 4.02 | 4.29 | 1.02 | 14.64 | .14 | .54 | .95 | 8.92 |
| XTOTAL | .85 | 1.83 | 3.85 | 4.11 | .98 | 14.04 | .13 | .52 | .91 | 8.56 |
| | 12 MPH | 13 MPH | 15 MPH | 17 MPH | 18 MPH | 20 MPH | 22 MPH | 23 MPH | 25 MPH | 27 MPH |
| NUMBER | 9 | 1 | 135 | 1 | 6 | 149 | 1 | 4 | 102 | 1 |
| XRESP | .61 | .07 | 9.19 | .07 | .41 | 10.14 | .07 | .27 | 6.94 | .07 |
| XTOTAL | .59 | .07 | 8.82 | .07 | .39 | 9.73 | .07 | .26 | 6.66 | .07 |
| | 28 MPH | 30 MPH | 32 MPH | 33 MPH | 34 MPH | 35 MPH | 37 MPH | 38 MPH | 40 MPH | 45 MPH |
| NUMBER | 1 | 99 | 1 | 1 | 1 | 118 | 1 | 2 | 100 | 49 |
| XRESP | .07 | 6.74 | .07 | .07 | .07 | 8.03 | .07 | .14 | 6.81 | 3.34 |
| XTOTAL | .07 | 6.47 | .07 | .07 | .07 | 7.71 | .07 | .13 | 6.53 | 3.20 |
| | 47 MPH | 48 MPH | 50 MPH | 55 MPH | 60 MPH | 65 MPH | 75 MPH | 90 MPH | UNKNOWN | |
| NUMBER | 1 | 1 | 68 | 50 | 11 | 5 | 2 | 1 | 62 | |
| XRESP | .07 | .07 | 4.63 | 3.40 | .75 | .34 | .14 | .07 | .00 | |
| XTOTAL | .07 | .07 | 4.44 | 3.27 | .72 | .33 | .13 | .07 | 4.05 | |

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DISTRIBUTION, FIELD 258

VEHICLE MODEL YEAR

| | 46 | 48 | 49 | 51 | 52 | 53 | 54 | 55 | 56 | 57 |
|--------|------|-------|------|------|-------|-------|------|------|---------|------|
| NUMBER | 1 | 1 | 1 | 3 | 2 | 1 | 1 | 2 | 4 | 4 |
| XRESP | .07 | .07 | .07 | .21 | .14 | .07 | .07 | .14 | .28 | .28 |
| XTOTAL | .07 | .07 | .07 | .20 | .13 | .07 | .07 | .13 | .26 | .26 |
| | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 |
| NUMBER | 5 | 11 | 8 | 9 | 24 | 44 | 53 | 81 | 90 | 101 |
| XRESP | .35 | .76 | .56 | .62 | 1.67 | 3.05 | 3.68 | 5.62 | 6.25 | 7.01 |
| XTOTAL | .33 | .72 | .52 | .59 | 1.57 | 2.87 | 3.46 | 5.29 | 5.88 | 6.60 |
| | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | UNKNOWN | |
| NUMBER | 124 | 148 | 126 | 114 | 162 | 177 | 137 | 7 | 90 | |
| XRESP | 8.61 | 10.27 | 8.74 | 7.91 | 11.24 | 12.28 | 9.51 | .49 | .00 | |
| XTOTAL | 8.10 | 9.67 | 8.23 | 7.45 | 10.58 | 11.56 | 8.95 | .46 | 5.88 | |

DISTRIBUTION, FIELD 259

| | | SIZE OF VEHICLE | | | | | | | | | |
|--------|------|------------------------|----------------|---------|------------------|---------------|---------------------|------------------|-------|----------------|-------|
| | | ANSWR NOT AVAILABLE | SUB COMPACT | COMPACT | INTER MEDIATE | FULL SIZED | PICKUP SMALL TRK | 3" AXLE TRUCK | BUS | MOTOR CYCLE | OTHER |
| | | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 4 | 86 | 110 | 238 | 647 | 236 | 26 | 20 | 40 | 19 | |
| XRESP | .28 | 6.83 | 7.71 | 16.69 | 45.37 | 16.55 | 1.82 | 1.40 | 2.81 | 1.33 | |
| XTOTAL | .26 | 5.62 | 7.18 | 15.55 | 42.26 | 15.41 | 1.70 | 1.31 | 2.01 | 1.24 | |
| | | UNKNOWN | | | | | | | | | |
| | | ----- | | | | | | | | | |
| NUMBER | 105 | | | | | | | | | | |
| XRESP | .00 | | | | | | | | | | |
| XTOTAL | 6.86 | | | | | | | | | | |

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DISTRIBUTION, FIELD 260

| | | PREINVOLUEMENT EXTERIOR CONDITION | | | | | |
|--------|------|-----------------------------------|-----------|-------|-------|-------|---------|
| | | ANSWR NOT AVAILABLE | EXCELLENT | GOOD | FAIR | POOR | UNKNOWN |
| | | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 33 | 405 | 483 | 203 | 25 | 382 | |
| XRESP | 2.87 | 35.25 | 42.04 | 17.67 | 2.18 | .00 | |
| XTOTAL | 2.16 | 26.45 | 31.55 | 13.26 | 1.63 | 24.95 | |

DISTRIBUTION, FIELD 261

| | | UNSATISFACTORY CONDITION IN SAFETY SYSTEM | | | | | | | | | |
|--------|-------|---|--------|--------|-------|-------|----------------|------------------|--------------------|-------|---------|
| | | ANSWR NOT AVAILABLE | LIGHTS | BRAKES | HORN | TIRES | WIND SHIELD | LIGHTS BRAKES | LITE HORN BRAKE | OTHER | UNKNOWN |
| | | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 194 | 10 | 16 | 3 | 2 | 2 | 1 | 1 | 13 | 1289 | |
| XRESP | 80.17 | 4.13 | 6.61 | 1.24 | .83 | .83 | .41 | .41 | 5.37 | .00 | |
| XTOTAL | 12.67 | .65 | 1.05 | .20 | .13 | .13 | .07 | .07 | .85 | 84.19 | |

DISTRIBUTION, FIELD 262

| | | MONTHS SINCE LAST OFFICIAL VEHICLE INSPECTION | | | | | | | | | |
|--------|-------|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|
| | | ANSWR NOT AVAILABLE | 1 MONTHS | 2 MONTHS | 3 MONTHS | 4 MONTHS | 5 MONTHS | 6 MONTHS | 7 MONTHS | 8 MONTHS | 9 MONTHS |
| NUMBER | 86 | 62 | 44 | 54 | 49 | 28 | 54 | 25 | 23 | 22 | |
| XRESP | 7.49 | 5.40 | 3.83 | 4.70 | 4.27 | 2.44 | 4.70 | 2.18 | 2.00 | 1.92 | |
| XTOTAL | 5.62 | 4.05 | 2.87 | 3.53 | 3.20 | 1.83 | 3.53 | 1.63 | 1.50 | 1.44 | |
| | | 10 MONTHS | 11 MONTHS | 12 MONTHS | 18 MONTHS | 24 MONTHS | 36 MONTHS | 65 MONTHS | 73 MONTHS | 98 MONTHS | NO STATE INSPECTION |
| NUMBER | 13 | 19 | 7 | 1 | 4 | 2 | 1 | 1 | 1 | 1 | 652 |
| XRESP | 1.13 | 1.66 | .61 | .09 | .35 | .17 | .09 | .09 | .09 | .09 | 56.79 |
| XTOTAL | .85 | 1.24 | .46 | .07 | .26 | .13 | .07 | .07 | .07 | .07 | 42.59 |
| | | UNKNOWN | | | | | | | | | |
| NUMBER | 383 | | | | | | | | | | |
| XRESP | .08 | | | | | | | | | | |
| XTOTAL | 25.82 | | | | | | | | | | |

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DISTRIBUTION, FIELD 263

| | | PEDESTRIAN IMPACT POINT ON VEHICLE | | | | | | | | | |
|--------|------|------------------------------------|-----------|------------------|-------|-----------------|------------|-------------------|----------------|-------|---------|
| | | REAR | LEFT SIDE | LFT FRONT CORNER | FRONT | RT FRONT CORNER | RIGHT SIDE | RJM OVER BY TIRES | CANT DETERMINE | OTHER | UNKNOWN |
| NUMBER | 50 | 104 | 208 | 433 | 423 | 160 | 29 | 42 | 56 | 26 | |
| XRESP | 3.32 | 6.91 | 13.82 | 28.77 | 28.11 | 10.63 | 1.93 | 2.79 | 3.72 | .00 | |
| XTOTAL | 3.27 | 6.79 | 13.59 | 28.28 | 27.63 | 10.45 | 1.89 | 2.74 | 3.66 | 1.70 | |

DISTRIBUTION, FIELD 264

| | | INJURY SEVERITY | | | | | | |
|--------|-----|---------------------|-------|-------|----------|---------|-------|---------|
| | | ANSWR NOT AVAILABLE | NONE | MINOR | MOJERATE | SERIOUS | FATAL | UNKNOWN |
| NUMBER | 6 | 34 | 214 | 531 | 528 | 177 | 41 | |
| XRESP | .40 | 2.28 | 14.36 | 35.64 | 35.44 | 11.88 | .00 | |
| XTOTAL | .39 | 2.22 | 13.98 | 34.68 | 34.49 | 11.56 | 2.08 | |

DISTRIBUTION, FIELD 265

LEAST SERIOUS TYPE OF INJURY

| | ANSWR NOT AVAILABLE | INTERNAL INJURIES | LACER ATIONS | CON CUSSION | ABRASION | DIS LOCATION | FRACTURE | HEMORRHAG | CONTUSION | OTHER |
|---------|------------------------|----------------------|-----------------|----------------|----------|-----------------|----------|-----------|-----------|-------|
| NUMBER | 420 | 27 | 82 | 12 | 214 | 2 | 24 | 38 | 161 | 3 |
| XRESP | 42.73 | 2.75 | 8.34 | 1.22 | 21.77 | .20 | 2.44 | 3.87 | 16.38 | .31 |
| XTOTAL | 27.43 | 1.76 | 5.36 | .78 | 13.98 | .13 | 1.57 | 2.48 | 13.52 | .20 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 548 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 35.79 | | | | | | | | | |

DISTRIBUTION, FIELD 266

INTERMEDIATE SERIOUSNESS-TYPE OF INJURY

| | ANSWR NOT AVAILABLE | INTERNAL INJURIES | LACER ATIONS | CON CUSSION | ABRASION | DIS LOCATION | FRACTURE | HEMORRHAG | CONTUSION | OTHER |
|---------|------------------------|----------------------|-----------------|----------------|----------|-----------------|----------|-----------|-----------|-------|
| NUMBER | 118 | 42 | 126 | 48 | 335 | 23 | 84 | 54 | 298 | 13 |
| XRESP | 10.34 | 3.68 | 11.04 | 4.21 | 29.36 | 2.02 | 7.36 | 4.73 | 26.12 | 1.14 |
| XTOTAL | 7.71 | 2.74 | 8.23 | 3.14 | 21.88 | 1.50 | 5.49 | 3.53 | 19.46 | .85 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 390 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 25.47 | | | | | | | | | |

DISTRIBUTION, FIELD 267

MOST SERIOUS TYPE OF INJURY

| | ANSWR NOT AVAILABLE | INTERNAL INJURIES | LACER ATIONS | CON CUSSION | ABRASION | DIS LOCATION | FRACTURE | HEMORRHAG | CONTUSION | OTHER |
|---------|------------------------|----------------------|-----------------|----------------|----------|-----------------|----------|-----------|-----------|-------|
| NUMBER | 12 | 125 | 157 | 81 | 175 | 19 | 359 | 33 | 348 | 49 |
| XRESP | .88 | 9.20 | 11.56 | 5.96 | 12.89 | 1.40 | 26.44 | 2.43 | 25.63 | 3.61 |
| XTOTAL | .78 | 8.16 | 10.25 | 5.29 | 11.43 | 1.24 | 23.45 | 2.16 | 22.73 | 3.20 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 173 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 11.30 | | | | | | | | | |

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DISTRIBUTION, FIELD 268

| | IMPACT OCCURRED | | | | | | | | | |
|--------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------|--------------------|----------------------|-------|---------|
| | PED ENTER TRAVELWAY | 1ST QUART ATTMPT X | 2ND QUART ATTMPT X | 3RD QUART ATTMPT X | 4TH QUART ATTMPT X | NOT ON ROADWAY | CANT LOC P.O.I. | EDGE OF TRAVELWAY | OTHER | UNKNOWN |
| NUMBER | 116 | 208 | 237 | 276 | 160 | 61 | 24 | 296 | 146 | 7 |
| XRESP | 7.61 | 13.65 | 15.55 | 18.11 | 10.50 | 4.00 | 1.57 | 19.42 | 9.58 | .00 |
| XTOTAL | 7.58 | 13.59 | 15.48 | 18.03 | 10.45 | 3.98 | 1.57 | 19.33 | 9.54 | .46 |

DISTRIBUTION, FIELD 269

| | AREA DESCRIPTION | | | | |
|--------|------------------|---------------|----------|---------|---------|
| | CITY | SMALL TOWN | SUBURBAN | COUNTRY | UNKNOWN |
| NUMBER | 246 | 226 | 485 | 539 | 5 |
| XRESP | 16.12 | 14.81 | 31.78 | 37.29 | .00 |
| XTOTAL | 16.07 | 14.76 | 31.68 | 37.17 | .33 |

DISTRIBUTION, FIELD 270

| | AREA DESCRIPTION | | | | | | |
|--------|------------------|------------|-------------|--------|----------------|--------------|---------|
| | COMMERCIAL | INDUSTRIAL | RESIDENTIAL | SCHOOL | PLAY GROUND | OPEN AREA | UNKNOWN |
| NUMBER | 362 | 32 | 774 | 105 | 12 | 241 | 5 |
| XRESP | 23.72 | 2.10 | 50.72 | 5.88 | .79 | 15.79 | .00 |
| XTOTAL | 23.64 | 2.09 | 50.56 | 6.86 | .78 | 15.74 | .33 |

DISTRIBUTION, FIELD 274

NUMBER OF RESIDENTIAL UNITS WITHIN 250 FT
(MULTI-FAMILY)

| | ANSWR NOT AVAILABLE | 1 UNITS | 2 UNITS | 3 UNITS | 4 UNITS | 5 UNITS | 6 UNITS | 7 UNITS | 8 UNITS | 9 UNITS |
|---------|------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 1305 | 78 | 43 | 30 | 13 | 12 | 7 | 3 | 7 | 26 |
| XRESP | 85.63 | 5.12 | 2.82 | 1.97 | .85 | .79 | .46 | .20 | .46 | 1.71 |
| XTOTAL | 85.24 | 5.09 | 2.81 | 1.96 | .85 | .78 | .45 | .20 | .46 | 1.70 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 7 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | .46 | | | | | | | | | |

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DISTRIBUTION, FIELD 275

NUMBER OF SCHOOLS WITHIN 250 FT

| | ANSWR NOT AVAILABLE | 1 SCHOOLS | 2 SCHOOLS | UNKNOWN |
|--------|------------------------|--------------|--------------|---------|
| NUMBER | 1401 | 116 | 8 | 6 |
| XRESP | 91.87 | 7.61 | .52 | .00 |
| XTOTAL | 91.51 | 7.58 | .52 | .39 |

DISTRIBUTION, FIELD 276

NUMBER OF PLAYGROUNDS WITHIN 250 FT

| | ANSWR NOT AVAILABLE | 1 PLAYGROUND | 2 PLAYGROUND | UNKNOWN |
|--------|------------------------|-----------------|-----------------|---------|
| NUMBER | 1416 | 105 | 4 | 6 |
| XRESP | 92.85 | 6.89 | .26 | .00 |
| XTOTAL | 92.49 | 6.86 | .26 | .39 |

DISTRIBUTION, FIELD 277

ROADWAY FUNCTIONAL CLASSIFICATION
SUBURBAN, SMALL TOWN, CITY LOCATIONS

| | LIMITED ACCESS | CONTROLLED ACCESS | MAJ ARTRY HIGHWAY | COLLECTOR DISTRIBUT | LOCAL STREET | FRONTAGE SERV ROAD | OTHER | UNKNOWN |
|--------|-------------------|----------------------|----------------------|------------------------|-----------------|-----------------------|-------|---------|
| NUMBER | 37 | 7 | 254 | 192 | 425 | 11 | 29 | 576 |
| XRESP | 3.87 | .73 | 26.60 | 20.10 | 44.50 | 1.15 | 3.04 | .00 |
| XTOTAL | 2.42 | .46 | 16.59 | 12.54 | 27.76 | .72 | 1.89 | 37.62 |

DISTRIBUTION, FIELD 278

ROADWAY FUNCTIONAL CLASSIFICATION
COUNTRY LOCATION

| | LIMITED ACCESS | CONTROLLED ACCESS | PRIMARY HIGHWAY | SECONDARY HIGHWAY | IMPROVED SURF RDWY | FRONTAGE SERV ROAD | FRONTAGE SERVIC RD | OTHER | UNKNOWN |
|--------|-------------------|----------------------|--------------------|----------------------|-----------------------|-----------------------|-----------------------|-------|---------|
| NUMBER | 48 | 14 | 146 | 222 | 107 | 6 | 4 | 23 | 961 |
| XRESP | 8.42 | 2.46 | 25.61 | 38.95 | 18.77 | 1.05 | .70 | 4.04 | .00 |
| XTOTAL | 3.14 | .91 | 9.56 | 14.50 | 8.99 | .39 | .26 | 1.50 | 62.77 |

DISTRIBUTION, FIELD 279

NUMBER OF LANES IN DIRECTION OF TRAVEL

| | 1 LANES | 2 LANES | 3 LANES | 4 LANES | 5 LANES | UNKNOWN |
|--------|------------|------------|------------|------------|------------|---------|
| NUMBER | 1115 | 293 | 60 | 19 | 2 | 42 |
| XRESP | 74.88 | 19.68 | 4.03 | 1.28 | .13 | .00 |
| XTOTAL | 72.83 | 19.14 | 3.92 | 1.24 | .13 | 2.74 |

DISTRIBUTION, FIELD 280

| | NUMBER OF LANES OTHER DIRECTION OF TRAVEL | | | | | | |
|--------|---|---------|---------|---------|---------|---------|---------|
| | ANSWR NOT AVAILABLE | 1 LANES | 2 LANES | 3 LANES | 4 LANES | 5 LANES | UNKNOWN |
| NUMBER | 33 | 1097 | 273 | 66 | 20 | 1 | 41 |
| %RESP | 2.21 | 73.62 | 18.32 | 4.43 | 1.34 | .07 | .00 |
| %TOTAL | 2.16 | 71.65 | 17.83 | 4.31 | 1.31 | .07 | 2.68 |

DISTRIBUTION, FIELD 281

| | TOTAL NUMBER OF TRAVELED LANES | | | | | | | | | |
|--------|--------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1 LANES | 2 LANES | 3 LANES | 4 LANES | 5 LANES | 6 LANES | 7 LANES | 8 LANES | 9 LANES | UNKNOWN |
| NUMBER | 26 | 1887 | 20 | 202 | 101 | 27 | 9 | 15 | 2 | 42 |
| %RESP | 1.75 | 73.08 | 1.34 | 13.57 | 6.78 | 1.81 | .68 | 1.01 | .13 | .00 |
| %TOTAL | 1.70 | 71.00 | 1.31 | 13.19 | 6.60 | 1.76 | .59 | .98 | .13 | 2.74 |

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DISTRIBUTION, FIELD 282

| | PEDESTRIAN APPROACHED ROADWAY | | | |
|--------|-------------------------------|---------------|-----------------|---------|
| | FROM V-1 RIGHT | FROM V-1 LEFT | DIDNT X ROADWAY | UNKNOWN |
| NUMBER | 581 | 450 | 455 | 45 |
| %RESP | 39.10 | 30.28 | 30.62 | .00 |
| %TOTAL | 37.95 | 29.39 | 29.72 | 2.94 |

DISTRIBUTION, FIELD 283

LANE PEDESTRIAN WAS IN WHEN STRUCK

| | 1 | 2 | 3 | 4 | 5 | 5 | 7 | NOT IN ROADWAY | UNKNOWN |
|--------|-------|-------|------|------|-----|-----|-----|----------------|---------|
| NUMBER | 874 | 461 | 36 | 36 | 10 | 3 | 2 | 60 | 49 |
| XRESP | 58.97 | 31.11 | 2.43 | 2.43 | .67 | .20 | .13 | 4.09 | .00 |
| XTOTAL | 57.09 | 30.11 | 2.35 | 2.35 | .65 | .20 | .13 | 3.92 | 3.20 |

DISTRIBUTION, FIELD 284

PARKING RESTRICTIONS (SIGNS OR MARKINGS)

| | PERMITTED BOTH SIDE | PERMIT V1 DIRECTION | PERMITTED OTHER DIR | PROHIBIT BOTH SIDE | PROHIBIT V1 DIRECT | PROHIBIT OTHER DIR | OK V1 DIR NOT OTHER | OK OTHER NOT V1 | NO POSTED WIDTH LMT | UNKNOWN |
|--------|---------------------|---------------------|---------------------|--------------------|--------------------|--------------------|---------------------|-----------------|---------------------|---------|
| NUMBER | 787 | 24 | 10 | 308 | 19 | 3 | 14 | 10 | 312 | 44 |
| XRESP | 52.93 | 1.81 | .67 | 20.71 | 1.28 | .20 | .94 | .67 | 20.98 | .00 |
| XTOTAL | 51.40 | 1.57 | .65 | 20.12 | 1.24 | .20 | .91 | .65 | 20.38 | 2.87 |

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DISTRIBUTION, FIELD 285

PEDESTRIAN ACCOMODATIONS AT SITE

| | SIDEWALK WITH CURB | SIDEWALK NO CURB | IMPROVED PED TRAV | UNIMPRVED PED TRAV | IMP NO PED TRAV | UNIMP NO PED TRAV | NO SHOULDER | CURB ONLY NO SDEWLK | OTHER | UNKNOWN |
|--------|--------------------|------------------|-------------------|--------------------|-----------------|-------------------|-------------|---------------------|-------|---------|
| NUMBER | 368 | 22 | 250 | 338 | 112 | 136 | 120 | 142 | 1 | 42 |
| XRESP | 24.71 | 1.48 | 16.79 | 22.70 | 7.52 | 9.13 | 8.06 | 9.54 | .07 | .00 |
| XTOTAL | 24.04 | 1.44 | 16.33 | 22.08 | 7.32 | 8.68 | 7.84 | 9.27 | .07 | 2.74 |

DISTRIBUTION, FIELD 286

| ROAD SURFACE MATERIAL | | | | | |
|-----------------------|----------|-----------|--------|---------------|---------|
| | CONCRETE | BITUMINOS | GRAVEL | DIRT AND SAND | UNKNOWN |
| | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 173 | 1257 | 38 | 28 | 35 |
| %RESP | 11.56 | 84.02 | 2.54 | 1.87 | .00 |
| %TOTAL | 11.30 | 82.10 | 2.48 | 1.93 | 2.29 |

DISTRIBUTION, FIELD 287

| ROAD SURFACE | | | | |
|--------------|----------------|-------|-------|---------|
| | GOOD NO CRACKS | FAIR | POOR | UNKNOWN |
| | ----- | ----- | ----- | ----- |
| NUMBER | 1087 | 333 | 74 | 37 |
| %RESP | 72.76 | 22.29 | 4.95 | .00 |
| %TOTAL | 71.00 | 21.75 | 4.83 | 2.42 |

DISTRIBUTION, FIELD 288

| MEDIAN | | | | | | | | | |
|--------|-------|---------|----------------|------------------|-------|--------------|--------------|-------|---------|
| | NONE | BARRIER | CURB OR ISLAND | PAINTED PAVEMENT | GRASS | DIRT OR SAND | TREES SHRUBS | OTHER | UNKNOWN |
| | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| NUMBER | 1315 | 34 | 67 | 8 | 55 | 3 | 5 | 2 | 42 |
| %RESP | 88.31 | 2.28 | 4.50 | .54 | 3.69 | .20 | .34 | .13 | .00 |
| %TOTAL | 85.89 | 2.22 | 4.38 | .52 | 3.59 | .20 | .33 | .13 | 2.74 |

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DISTRIBUTION, FIELD 289

| | SHOULDER SURFACE | | | | | | | | |
|--------|------------------|----------|-----------|-----------------|--------------|-------|-----------|------|---------|
| | NONE | CONCRETE | BITUMINOS | GRAVEL SHALE | JIRT SAND | GRASS | COMBINATN | SNOW | UNKNOWN |
| NUMBER | 631 | 20 | 163 | 227 | 211 | 193 | 9 | 34 | 43 |
| %RESP | 42.41 | 1.34 | 10.95 | 15.26 | 14.18 | 12.97 | .60 | 2.28 | .00 |
| %TOTAL | 41.21 | 1.31 | 10.65 | 14.83 | 13.78 | 12.51 | .59 | 2.22 | 2.81 |

DISTRIBUTION, FIELD 290

| | ROADSIDE FEATURES | | | | | | | | | |
|--------|--------------------|----------|-------|----------|-----------|----------|-----------|------|-------|---------|
| | GUARDRAIL FENCE | SIDEWALK | DITCH | OVERPASS | UNDERPASS | DRIVEWAY | VEGETATON | CURB | OTHER | UNKNOWN |
| NUMBER | 37 | 86 | 148 | 10 | 1 | 149 | 69 | 44 | 30 | 957 |
| %RESP | 6.45 | 14.98 | 25.78 | 1.74 | .17 | 25.96 | 12.02 | 7.67 | 5.23 | .00 |
| %TOTAL | 2.42 | 5.62 | 9.67 | .65 | .07 | 9.73 | 4.51 | 2.87 | 1.90 | 62.51 |

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DISTRIBUTION, FIELD 291

| | ROADSIDE FEATURES | | | | | | | | | |
|--------|--------------------|----------|-------|----------|-----------|----------|-----------|-------|-------|---------|
| | GUARDRAIL FENCE | SIDEWALK | DITCH | OVERPASS | UNDERPASS | DRIVEWAY | VEGETATON | CURB | OTHER | UNKNOWN |
| NUMBER | 42 | 30 | 93 | 14 | 1 | 195 | 107 | 81 | 37 | 931 |
| %RESP | 7.00 | 5.00 | 15.50 | 2.33 | .17 | 32.50 | 17.83 | 13.50 | 6.17 | .00 |
| %TOTAL | 2.74 | 1.96 | 6.07 | .91 | .07 | 12.74 | 8.99 | 5.29 | 2.42 | 60.81 |

DISTRIBUTION, FIELD 292

| | INTERSECTION PROXIMITY | | | | | |
|--------|------------------------|------------------------|-----------------------|-----------------------|------------------------|---------|
| | NONE WITHN 500 | V1 APPROC WITHN 500 | V1 APPROC WITHN 50 | V1 LEAVIN WITHN 50 | V1 LEAVIN WITHN 500 | UNKNOWN |
| NUMBER | 521 | 287 | 222 | 172 | 287 | 42 |
| XRESP | 34.99 | 19.27 | 14.91 | 11.55 | 19.27 | .00 |
| XTOTAL | 34.03 | 18.75 | 14.50 | 11.23 | 18.75 | 2.74 |

DISTRIBUTION, FIELD 293

| | INTERSECTION TYPE | | | | | | | | |
|--------|-------------------|-------|-------|------|-----------------|------|-----------------|-------|---------|
| | NONE | 4-LEG | T | Y | MULTIPLE LEG | JCS | INTER CHANGE | OTHER | UNKNOWN |
| NUMBER | 522 | 350 | 481 | 40 | 15 | 33 | 41 | 1 | 48 |
| XRESP | 35.20 | 23.60 | 32.43 | 2.70 | 1.01 | 2.23 | 2.76 | .07 | .00 |
| XTOTAL | 34.10 | 22.86 | 31.42 | 2.61 | .98 | 2.16 | 2.68 | .07 | 3.14 |

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DISTRIBUTION, FIELD 294

| | TYPE OF LOCATION AT POI | | | | | |
|--------|-------------------------|-----------------------|------------------------|------------------------|-----------------------|---------|
| | SIGNALIZE INTER/50 | NON-SIGNL INTER/50 | SIGNALIZE INTER/500 | NON-SIGNL INTER/500 | NO INTER WITHN 500 | UNKNOWN |
| NUMBER | 63 | 331 | 70 | 503 | 520 | 44 |
| XRESP | 4.24 | 22.26 | 4.71 | 33.83 | 34.97 | .00 |
| XTOTAL | 4.11 | 21.62 | 4.57 | 32.85 | 33.96 | 2.87 |

DISTRIBUTION, FIELD 295

| | TYPE OF SIGNAL | | | | | | | | |
|--------|--------------------|--------------------|--------------------|---------------------|----------------------|-----------------------|----------------------|-----------------------|---------|
| | FLASHING BEACON | FIX TIME SIGNAL | TRAF ACT SIGNAL | PED ACTIV SIGNAL | FIX TIME PED SIGN | FIX TIME PED ACTIV | TRAF ACT PED SIGN | TRAF ACT PED ACTIV | UNKNOWN |
| NUMBER | 9 | 42 | 11 | 1 | 18 | 32 | 12 | 8 | 1398 |
| %RESP | 6.77 | 31.58 | 8.27 | .75 | 13.53 | 24.06 | 9.02 | 6.02 | .00 |
| %TOTAL | .59 | 2.74 | .72 | .07 | 1.18 | 2.09 | .78 | .52 | 91.31 |

DISTRIBUTION, FIELD 296

80-108

| | PED CROSSING TIME (SEC) | | | | | | | | | |
|--------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 7 SEC | 8 SEC | 10 SEC | 11 SEC | 12 SEC | 13 SEC | 14 SEC | 15 SEC | 16 SEC | 17 SEC |
| NUMBER | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 6 | 2 | 2 |
| %RESP | .95 | .95 | .95 | .95 | 1.90 | .95 | .95 | 5.71 | 1.90 | 1.90 |
| %TOTAL | .07 | .07 | .07 | .07 | .13 | .07 | .07 | .39 | .13 | .13 |
| | 18 SEC | 19 SEC | 20 SEC | 21 SEC | 23 SEC | 24 SEC | 25 SEC | 26 SEC | 27 SEC | 28 SEC |
| NUMBER | 3 | 5 | 9 | 7 | 5 | 2 | 9 | 3 | 2 | 1 |
| %RESP | 2.86 | 4.76 | 8.57 | 6.67 | 4.76 | 1.90 | 8.57 | 2.86 | 1.90 | .95 |
| %TOTAL | .20 | .33 | .59 | .46 | .33 | .13 | .59 | .20 | .13 | .07 |
| | 29 SEC | 30 SEC | 31 SEC | 32 SEC | 33 SEC | 34 SEC | 35 SEC | 37 SEC | 38 SEC | 39 SEC |
| NUMBER | 2 | 8 | 1 | 2 | 2 | 3 | 3 | 1 | 3 | 1 |
| %RESP | 1.90 | 7.62 | .95 | 1.90 | 1.90 | 2.86 | 2.86 | .95 | 2.86 | .95 |
| %TOTAL | .13 | .52 | .07 | .13 | .13 | .20 | .20 | .07 | .20 | .07 |
| | 40 SEC | 45 SEC | 46 SEC | 49 SEC | 50 SEC | 52 SEC | 60 SEC | 80 SEC | 99 SEC | UNKNOWN |
| NUMBER | 4 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 3 | 1426 |
| %RESP | 3.81 | .95 | .95 | .95 | 1.90 | .95 | .95 | .95 | 2.86 | .00 |
| %TOTAL | .26 | .07 | .07 | .07 | .13 | .07 | .07 | .07 | .20 | 93.14 |

DISTRIBUTION, FIELD 297

| | PED IN CROSSWALK | DISTANCE TO NEAREST MARKED PED CROSSING (FEET) | | | | | | | | |
|--------|---------------------|---|-----|-----|-----|-----|-----------------------|---------|-----|-----|
| | | 4 | 5 | 6 | 9 | 10 | 11 | 15 | 17 | 20 |
| NUMBER | 85 | 1 | 2 | 1 | 1 | 2 | 1 | 5 | 1 | 4 |
| XRESP | 5.72 | .07 | .13 | .07 | .07 | .13 | .07 | .34 | .07 | .27 |
| XTOTAL | 5.55 | .07 | .13 | .07 | .07 | .13 | .07 | .33 | .07 | .26 |
| | 25 | 30 | 33 | 35 | 36 | 40 | 42 | 45 | 49 | 50 |
| NUMBER | 3 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 4 |
| XRESP | .20 | .07 | .07 | .07 | .07 | .20 | .07 | .07 | .07 | .27 |
| XTOTAL | .20 | .07 | .07 | .07 | .07 | .20 | .07 | .07 | .07 | .26 |
| | 52 | 54 | 55 | 59 | 60 | 68 | 69 | 70 | 71 | 73 |
| NUMBER | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |
| XRESP | .07 | .07 | .07 | .07 | .13 | .07 | .07 | .13 | .07 | .07 |
| XTOTAL | .07 | .07 | .07 | .07 | .13 | .07 | .07 | .13 | .07 | .07 |
| | 75 | 80 | 85 | 87 | 89 | 90 | MORE THAN 500 FEET | UNKNOWN | | |
| NUMBER | 4 | 3 | 2 | 1 | 1 | 2 | 1341 | 45 | | |
| XRESP | .27 | .20 | .13 | .07 | .07 | .13 | 90.24 | .00 | | |
| XTOTAL | .26 | .20 | .13 | .07 | .07 | .13 | 87.59 | 2.94 | | |

C-109

DISTRIBUTION, FIELD 298

| | ROADWAY CENTER MARKINGS | | | | | | | | | |
|--------|-------------------------|-----------------|-----------------|----------------------|----------------------|-----------------------|------------------------|------------------|-------|---------|
| | NONE | DOUBLE SOLID | SINGLE SOLID | DASH NO SOLID PAS | DASH OK SOLID PAS | DIV HWAY W/ MEDIAN | LEFT TURN LANE MARK | SINGLE DASHED | OTHER | UNKNOWN |
| NUMBER | 506 | 368 | 24 | 53 | 47 | 163 | 48 | 279 | 1 | 42 |
| XRESP | 33.98 | 24.71 | 1.61 | 3.56 | 3.16 | 10.95 | 3.22 | 18.74 | .07 | .00 |
| XTOTAL | 33.05 | 24.04 | 1.57 | 3.46 | 3.07 | 10.65 | 3.14 | 18.22 | .07 | 2.74 |

DISTRIBUTION, FIELD 299

| | ROADWAY EDGE MARKINGS | | | | | | | | |
|--------|-----------------------|--------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------|-------|---------|
| | NONE | EDGE MARK PAINT | ROADSIDE DELINEATR | PAVEMENT DELINEATR | EDGE MARK RD DELIN | EDGE MARK PAV DELIN | PARKING LANES | OTHER | UNKNOWN |
| NUMBER | 1024 | 402 | 8 | 2 | 24 | 4 | 21 | 4 | 42 |
| %RESP | 68.77 | 27.60 | .54 | .13 | 1.61 | .27 | 1.41 | .27 | .00 |
| %TOTAL | 66.88 | 26.26 | .52 | .13 | 1.57 | .26 | 1.37 | .26 | 2.74 |

DISTRIBUTION, FIELD 300

| | ROADWAY LANE MARKINGS | | | | | |
|--------|-----------------------|---------------------|--------------------|-----------------------|-------|---------|
| | NONE | DASHED LINE MARK | SOLID LINE MARK | DASH/SLD PAV DELIN | OTHER | UNKNOWN |
| NUMBER | 1121 | 313 | 4 | 50 | 1 | 42 |
| %RESP | 75.29 | 21.02 | .27 | 3.36 | .07 | .00 |
| %TOTAL | 73.22 | 20.44 | .26 | 3.27 | .07 | 2.74 |

DISTRIBUTION, FIELD 301

| | SPECIAL ROADWAY MARKINGS | | | | | |
|--------|--------------------------|-----------|-----------------|------------------------|-------|---------|
| | NONE | CROSSWALK | WORD SYMBOLS | CROSSWALK WRD SYMBL | OTHER | UNKNOWN |
| NUMBER | 1294 | 75 | 74 | 45 | 1 | 42 |
| %RESP | 86.90 | 5.04 | 4.97 | 3.02 | .07 | .00 |
| %TOTAL | 84.52 | 4.90 | 4.83 | 2.94 | .07 | 2.74 |

DISTRIBUTION, FIELD 302

| | ROADWAY SIGNS | | | | | | | | | |
|--------|---------------|--------------------|------------------|----------------|----------------------|-----------------------|-----------------------|------------------------|-------|---------|
| | NONE | VEHICLE WARNING | STOP OR YIELD | SPEED LIMIT | VEH WARN STOP/YLD | VEH WARN SPD LIMIT | STOP/YLD SPD LIMIT | WARN/STOP YLD/SPEED | OTHER | UNKNOWN |
| NUMBER | 978 | 164 | 36 | 184 | 3 | 26 | 4 | 2 | 91 | 43 |
| %RESP | 65.73 | 11.02 | 2.42 | 12.37 | .20 | 1.75 | .27 | .13 | 6.12 | .00 |
| %TOTAL | 63.88 | 10.71 | 2.35 | 12.02 | .20 | 1.70 | .26 | .13 | 5.94 | 2.81 |

DISTRIBUTION, FIELD 303

| | SUPERVISION AT CROSSING | | | | |
|--------|-------------------------|-------------------|----------------|-----------------|---------|
| | NONE | POLICE OFFICER | ADULT GJARD | SCHJDL GUARD | UNKNOWN |
| NUMBER | 1479 | 1 | 4 | 2 | 45 |
| %RESP | 99.53 | .07 | .27 | .13 | .00 |
| %TOTAL | 96.60 | .07 | .26 | .13 | 2.94 |

G-111

DISTRIBUTION, FIELD 304

| | SHOULDER WIDTH (FT) V-1 DIRECTION OF TRAVE. | | | | | | | | | |
|--------|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | ANSWR NOT AVAILABLE | 1 FEET | 2 FEET | 3 FEET | 4 FEET | 5 FEET | 6 FEET | 7 FEET | 8 FEET | 9 FEET |
| NUMBER | 616 | 9 | 72 | 78 | 72 | 79 | 131 | 79 | 108 | 63 |
| %RESP | 41.62 | .61 | 4.86 | 5.27 | 4.86 | 5.34 | 8.65 | 5.34 | 7.30 | 4.26 |
| %TOTAL | 40.24 | .59 | 4.70 | 5.09 | 4.70 | 5.16 | 8.56 | 5.16 | 7.05 | 4.11 |
| | 10 FEET | 11 FEET | 12 FEET | 13 FEET | 14 FEET | 15 FEET | 16 FEET | 17 FEET | 18 FEET | 20 FEET |
| NUMBER | 85 | 7 | 34 | 2 | 7 | 15 | 2 | 2 | 3 | 5 |
| %RESP | 5.74 | .47 | 2.30 | .14 | .47 | 1.01 | .14 | .14 | .20 | .34 |
| %TOTAL | 5.55 | .46 | 2.22 | .13 | .46 | .98 | .13 | .13 | .20 | .33 |
| | 24 FEET | 25 FEET | 26 FEET | 27 FEET | 30 FEET | 32 FEET | 33 FEET | 35 FEET | UNKNOWN | |
| NUMBER | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 51 | |
| %RESP | .14 | .20 | .07 | .07 | .07 | .07 | .07 | .07 | .00 | |
| %TOTAL | .13 | .20 | .07 | .07 | .07 | .07 | .07 | .07 | 3.33 | |

DISTRIBUTION, FIELD 305

TRAVELED WAY WIDTH, V-1 DIRECTION

| | 4 FEET | 6 FEET | 7 FEET | 8 FEET | 9 FEET | 10 FEET | 11 FEET | 12 FEET | 13 FEET | 14 FEET |
|--------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 1 | 3 | 6 | 48 | 135 | 232 | 176 | 181 | 55 | 33 |
| XRESP | .07 | .20 | .41 | 3.25 | 9.13 | 15.69 | 11.90 | 12.24 | 3.72 | 2.23 |
| XTOTAL | .07 | .20 | .39 | 3.14 | 8.82 | 15.15 | 11.50 | 11.82 | 3.59 | 2.16 |
| | 15 FEET | 16 FEET | 17 FEET | 18 FEET | 19 FEET | 20 FEET | 21 FEET | 22 FEET | 23 FEET | 24 FEET |
| NUMBER | 57 | 13 | 16 | 67 | 21 | 53 | 18 | 31 | 23 | 108 |
| XRESP | 3.85 | .88 | 1.08 | 4.53 | 1.42 | 3.58 | 1.22 | 2.10 | 1.56 | 7.30 |
| XTOTAL | 3.72 | .85 | 1.05 | 4.38 | 1.37 | 3.46 | 1.18 | 2.02 | 1.50 | 7.05 |
| | 25 FEET | 26 FEET | 27 FEET | 28 FEET | 29 FEET | 30 FEET | 31 FEET | 32 FEET | 33 FEET | 34 FEET |
| NUMBER | 10 | 13 | 8 | 14 | 5 | 27 | 7 | 18 | 7 | 7 |
| XRESP | .68 | .88 | .54 | .95 | .34 | 1.83 | .47 | 1.22 | .47 | .47 |
| XTOTAL | .65 | .85 | .52 | .91 | .33 | 1.76 | .46 | 1.18 | .46 | .46 |
| | 35 FEET | 36 FEET | 37 FEET | 38 FEET | 39 FEET | 40 FEET | 42 FEET | 43 FEET | 45 FEET | 46 FEET |
| NUMBER | 16 | 24 | 2 | 4 | 3 | 1 | 5 | 2 | 2 | 2 |
| XRESP | 1.08 | 1.62 | .14 | .27 | .20 | .07 | .34 | .14 | .14 | .14 |
| XTOTAL | 1.05 | 1.57 | .13 | .26 | .20 | .07 | .33 | .13 | .13 | .13 |
| | 47 FEET | 48 FEET | 50 FEET | 51 FEET | 59 FEET | 60 FEET | JNKNOWN | | | |
| NUMBER | 1 | 18 | 2 | 1 | 1 | 2 | 52 | | | |
| XRESP | .07 | 1.22 | .14 | .07 | .07 | .14 | .00 | | | |
| XTOTAL | .07 | 1.18 | .13 | .07 | .07 | .13 | 3.40 | | | |

C-112

DISTRIBUTION, FIELD 306

NUMBER OF TRAFFIC LANES, V-1 DIRECTION OF TRAVEL

| | 1 LANES | 2 LANES | 3 LANES | 4 LANES | 5 LANES | UNKNOWN |
|--------|------------|------------|------------|------------|------------|---------|
| NUMBER | 1103 | 298 | 57 | 19 | 2 | 52 |
| XRESP | 74.58 | 20.15 | 3.85 | 1.28 | .14 | .00 |
| XTOTAL | 72.04 | 19.46 | 3.72 | 1.24 | .13 | 3.40 |

DISTRIBUTION, FIELD 307

SHOULDER WIDTH (FT) V-1 DIRECTION NEAR MEDIAN

| | ANSWR NOT AVAILABLE | 1 FEET | 2 FEET | 3 FEET | 4 FEET | 5 FEET | 6 FEET | 7 FEET | 8 FEET | 9 FEET |
|--------|---------------------|---------|---------|---------|--------|--------|--------|--------|--------|--------|
| NUMBER | 1386 | 4 | 2 | 11 | 12 | 6 | 28 | 2 | 12 | 2 |
| XRESP | 93.78 | .27 | .14 | .74 | .81 | .41 | 1.89 | .14 | .81 | .14 |
| XTOTAL | 98.53 | .26 | .13 | .72 | .78 | .39 | 1.83 | .13 | .78 | .13 |
| | 10 FEET | 11 FEET | 12 FEET | UNKNOWN | | | | | | |
| NUMBER | 9 | 2 | 2 | 53 | | | | | | |
| XRESP | .61 | .14 | .14 | .00 | | | | | | |
| XTOTAL | .59 | .13 | .13 | 3.46 | | | | | | |

DISTRIBUTION, FIELD 308

MEDIAN WIDTH (FT)

| | ANSWR NOT AVAILABLE | 1 FEET | 2 FEET | 3 FEET | 4 FEET | 5 FEET | 6 FEET | 8 FEET | 9 FEET | 10 FEET |
|--------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| NUMBER | 1259 | 1 | 4 | 27 | 21 | 6 | 6 | 8 | 3 | 21 |
| XRESP | 85.24 | .07 | .27 | 1.83 | 1.42 | .41 | .41 | .54 | .23 | 1.42 |
| XTOTAL | 82.23 | .07 | .26 | 1.76 | 1.37 | .39 | .39 | .52 | .20 | 1.37 |
| | 11 FEET | 12 FEET | 13 FEET | 14 FEET | 15 FEET | 16 FEET | 17 FEET | 18 FEET | 19 FEET | 20 FEET |
| NUMBER | 10 | 26 | 3 | 4 | 5 | 3 | 1 | 2 | 4 | 8 |
| XRESP | .68 | 1.76 | .20 | .27 | .34 | .20 | .07 | .14 | .27 | .54 |
| XTOTAL | .65 | 1.70 | .20 | .26 | .33 | .20 | .07 | .13 | .26 | .52 |
| | 21 FEET | 22 FEET | 23 FEET | 24 FEET | 25 FEET | 26 FEET | 29 FEET | 30 FEET | 31 FEET | 32 FEET |
| NUMBER | 1 | 1 | 1 | 2 | 3 | 1 | 2 | 11 | 2 | 2 |
| XRESP | .07 | .07 | .07 | .14 | .20 | .07 | .14 | .74 | .14 | .14 |
| XTOTAL | .07 | .07 | .07 | .13 | .20 | .07 | .13 | .72 | .13 | .13 |
| | 35 FEET | 36 FEET | 37 FEET | 38 FEET | 40 FEET | 41 FEET | 42 FEET | 45 FEET | 50 FEET | 51 FEET |
| NUMBER | 3 | 2 | 1 | 3 | 3 | 1 | 2 | 1 | 2 | 1 |
| XRESP | .20 | .14 | .07 | .20 | .20 | .07 | .14 | .07 | .14 | .07 |
| XTOTAL | .20 | .13 | .07 | .20 | .20 | .07 | .13 | .07 | .13 | .07 |
| | 53 FEET | 55 FEET | 56 FEET | 61 FEET | 79 FEET | 88 FEET | 99 FEET | UNKNOWN | | |
| NUMBER | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 54 | | |
| XRESP | .07 | .07 | .07 | .07 | .07 | .07 | .27 | .00 | | |
| XTOTAL | .07 | .07 | .07 | .07 | .07 | .07 | .26 | 3.53 | | |

C-113

DISTRIBUTION, FIELD 309

SHOULDER WIDTH (FT) OTHER DIRECTION NEAR MEDIAN

| | ANSWR NOT AVAILABLE | 1 FEET | 2 FEET | 3 FEET | 4 FEET | 5 FEET | 6 FEET | 7 FEET | 8 FEET | 9 FEET |
|--------|---------------------|---------|---------|---------|---------|--------|--------|--------|--------|--------|
| NUMBER | 1386 | 4 | 4 | 13 | 10 | 6 | 18 | 8 | 13 | 1 |
| %RESP | 93.78 | .27 | .27 | .88 | .68 | .41 | 1.22 | .54 | .88 | .07 |
| %TOTAL | 90.53 | .26 | .26 | .85 | .65 | .39 | 1.18 | .52 | .85 | .07 |
| | 10 FEET | 11 FEET | 12 FEET | 16 FEET | UNKNOWN | | | | | |
| NUMBER | 7 | 4 | 3 | 1 | 53 | | | | | |
| %RESP | .47 | .27 | .20 | .07 | .00 | | | | | |
| %TOTAL | .46 | .26 | .20 | .07 | 3.46 | | | | | |

DISTRIBUTION, FIELD 310

TRAVELED WAY WIDTH, OTHER DIRECTION

C-114

| | ANSWR NOT AVAILABLE | 4 FEET | 6 FEET | 7 FEET | 8 FEET | 9 FEET | 10 FEET | 11 FEET | 12 FEET | 13 FEET |
|--------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| NUMBER | 28 | 1 | 3 | 7 | 49 | 127 | 235 | 170 | 177 | 57 |
| %RESP | 1.89 | .07 | .20 | .47 | 3.31 | 8.58 | 15.88 | 11.49 | 11.96 | 3.85 |
| %TOTAL | 1.83 | .07 | .20 | .46 | 3.20 | 8.30 | 15.35 | 11.10 | 11.56 | 3.72 |
| | 14 FEET | 15 FEET | 16 FEET | 17 FEET | 18 FEET | 19 FEET | 20 FEET | 21 FEET | 22 FEET | 23 FEET |
| NUMBER | 33 | 57 | 11 | 15 | 66 | 19 | 54 | 19 | 28 | 19 |
| %RESP | 2.23 | 3.85 | .74 | 1.01 | 4.46 | 1.28 | 3.65 | 1.28 | 1.89 | 1.28 |
| %TOTAL | 2.16 | 3.72 | .72 | .98 | 4.31 | 1.24 | 3.53 | 1.24 | 1.83 | 1.24 |
| | 24 FEET | 25 FEET | 26 FEET | 27 FEET | 28 FEET | 29 FEET | 30 FEET | 31 FEET | 32 FEET | 33 FEET |
| NUMBER | 104 | 9 | 11 | 7 | 17 | 3 | 23 | 5 | 19 | 12 |
| %RESP | 7.03 | .61 | .74 | .47 | 1.15 | .20 | 1.55 | .34 | 1.28 | .81 |
| %TOTAL | 6.79 | .59 | .72 | .46 | 1.11 | .20 | 1.50 | .33 | 1.24 | .78 |
| | 34 FEET | 35 FEET | 36 FEET | 37 FEET | 38 FEET | 39 FEET | 40 FEET | 41 FEET | 42 FEET | 43 FEET |
| NUMBER | 12 | 13 | 20 | 2 | 6 | 5 | 4 | 4 | 4 | 1 |
| %RESP | .81 | .88 | 1.35 | .14 | .41 | .34 | .27 | .27 | .27 | .07 |
| %TOTAL | .78 | .85 | 1.31 | .13 | .39 | .33 | .26 | .26 | .26 | .07 |
| | 44 FEET | 45 FEET | 46 FEET | 48 FEET | 51 FEET | 60 FEET | UNKNOWN | | | |
| NUMBER | 2 | 3 | 1 | 15 | 1 | 2 | 51 | | | |
| %RESP | .14 | .20 | .07 | 1.01 | .07 | .14 | .00 | | | |
| %TOTAL | .13 | .20 | .07 | .98 | .07 | .13 | 3.33 | | | |

DISTRIBUTION, FIELD 311

NUMBER OF TRAFFIC LANES, OTHER DIRECTION

| | ANSWR NOT AVAILABLE | 1 LANES | 2 LANES | 3 LANES | 4 LANES | 5 LANES | UNKNOWN |
|--------|---------------------|---------|---------|---------|---------|---------|---------|
| NUMBER | 28 | 1090 | 272 | 69 | 20 | 1 | 51 |
| XRESP | 1.89 | 73.65 | 18.38 | 4.66 | 1.35 | .07 | .00 |
| XTOTAL | 1.83 | 71.20 | 17.77 | 4.51 | 1.31 | .07 | 3.33 |

DISTRIBUTION, FIELD 312

SHOULDER WIDTH (FT), OTHER DIRECTION

| | ANSWR NOT AVAILABLE | 1 FEET | 2 FEET | 3 FEET | 4 FEET | 5 FEET | 6 FEET | 7 FEET | 8 FEET | 9 FEET |
|--------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| NUMBER | 640 | 11 | 69 | 82 | 85 | 80 | 111 | 79 | 105 | 51 |
| XRESP | 43.21 | .74 | 4.66 | 5.54 | 5.74 | 5.40 | 7.49 | 5.33 | 7.09 | 3.44 |
| XTOTAL | 41.80 | .72 | 4.51 | 5.36 | 5.55 | 5.23 | 7.25 | 5.16 | 6.86 | 3.33 |
| | 10 FEET | 11 FEET | 12 FEET | 13 FEET | 14 FEET | 15 FEET | 16 FEET | 17 FEET | 18 FEET | 20 FEET |
| NUMBER | 79 | 13 | 30 | 8 | 8 | 8 | 2 | 1 | 3 | 7 |
| XRESP | 5.33 | .88 | 2.03 | .54 | .54 | .54 | .14 | .07 | .20 | .47 |
| XTOTAL | 5.16 | .85 | 1.96 | .52 | .52 | .52 | .13 | .07 | .20 | .46 |
| | 21 FEET | 23 FEET | 25 FEET | 30 FEET | 32 FEET | 35 FEET | UNKNOWN | | | |
| NUMBER | 1 | 2 | 2 | 2 | 1 | 1 | 50 | | | |
| XRESP | .07 | .14 | .14 | .14 | .07 | .07 | .00 | | | |
| XTOTAL | .07 | .13 | .13 | .13 | .07 | .07 | 3.27 | | | |

C-115

DISTRIBUTION, FIELD 313

| | | ELEVATION OR SLOPE OF ROADWAY PERCENT UPGRADE | | | | | | | | | |
|--------|-------|--|------|------|------|------|------|-----|-----|-----|---|
| | | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| NUMBER | 986 | 134 | 103 | 74 | 44 | 49 | 20 | 11 | 10 | 9 | |
| XRESP | 66.22 | 9.00 | 6.92 | 4.97 | 2.96 | 3.29 | 1.34 | .74 | .67 | .60 | |
| XTOTAL | 64.40 | 8.75 | 6.73 | 4.83 | 2.87 | 3.20 | 1.31 | .72 | .65 | .59 | |
| | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 19 | 20 | 23 | |
| NUMBER | 19 | 4 | 6 | 1 | 2 | 8 | 1 | 1 | 3 | 1 | |
| XRESP | 1.28 | .27 | .40 | .07 | .13 | .54 | .07 | .07 | .20 | .07 | |
| XTOTAL | 1.24 | .26 | .39 | .07 | .13 | .52 | .07 | .07 | .20 | .07 | |
| | 25 | UNKNOWN | | | | | | | | | |
| NUMBER | 3 | 42 | | | | | | | | | |
| XRESP | .20 | .00 | | | | | | | | | |
| XTOTAL | .20 | 2.74 | | | | | | | | | |

C-116

DISTRIBUTION, FIELD 314

| | | VERTICAL PLACEMENT | | | | | | | UNKNOWN |
|--------|-------|--------------------|--------------------|---------------|-----------|-----------|--------------------|-------------------|---------|
| | | ON LEVEL | INITIAL UPGRADE | ON UPGRADE | HILLCREST | DOWNGRADE | FINAL DOWNGRADE | BOTTOM OF HILL | UNKNOWN |
| NUMBER | 1045 | 80 | 89 | 35 | 152 | 61 | 26 | 43 | |
| XRESP | 70.23 | 5.38 | 5.98 | 2.35 | 16.22 | 4.10 | 1.75 | .00 | |
| XTOTAL | 68.26 | 5.23 | 5.81 | 2.29 | 9.93 | 3.98 | 1.70 | 2.81 | |

DISTRIBUTION, FIELD 315

| | | HORIZONTAL CURVATURE | | | | | | | | |
|---------------------|-------|----------------------|----------------|----------------|---------------|-------------------|----------------|-----------------|-----------------|---------------------|
| ANSWR NOT AVAILABLE | | GREATR 90 DEG LEFT | 60-90 DEG LEFT | 30-60 DEG LEFT | 5-30 DEG LEFT | 0-5 DEG RT OR LFT | 5-30 DEG RIGHT | 30-60 DEG RIGHT | 60-90 DEG RIGHT | GREATR 90 DEG RIGHT |
| NUMBER | 385 | 1 | 13 | 15 | 33 | 1000 | 24 | 13 | 2 | 1 |
| XRESP | 25.89 | .07 | .87 | 1.01 | 2.22 | 67.25 | 1.61 | .87 | .13 | .07 |
| XTOTAL | 25.15 | .07 | .85 | .98 | 2.16 | 65.32 | 1.57 | .85 | .13 | .07 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 44 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 2.87 | | | | | | | | | |

DISTRIBUTION, FIELD 316

C-117

| | | ARC - OPPOSITE V-1 DIRECTION OF TRAVEL | | | | | | | | | |
|---------------------|------|--|---------|---------|---------|----------------|---------|---------|---------|---------|---------|
| ANSWR NOT AVAILABLE | | 1 FEET | 10 FEET | 18 FEET | 20 FEET | 25 FEET | 27 FEET | 28 FEET | 30 FEET | 35 FEET | |
| NUMBER | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | |
| XRESP | 4.13 | .83 | .83 | .83 | .83 | .83 | .83 | .83 | 1.65 | .83 | |
| XTOTAL | .33 | .07 | .07 | .07 | .07 | .07 | .07 | .07 | .13 | .07 | |
| | | 38 FEET | 40 FEET | 46 FEET | 48 FEET | 50 FEET | 54 FEET | 55 FEET | 60 FEET | 68 FEET | 75 FEET |
| NUMBER | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | |
| XRESP | .83 | .83 | .83 | .83 | .83 | .83 | 1.65 | .83 | .83 | 1.65 | |
| XTOTAL | .07 | .07 | .07 | .07 | .07 | .07 | .13 | .07 | .07 | .13 | |
| | | 80 FEET | 81 FEET | 90 FEET | 95 FEET | VALUE OVER 100 | UNKNOWN | | | | |
| NUMBER | 5 | 1 | 1 | 2 | 85 | 1410 | | | | | |
| XRESP | 4.13 | .83 | .83 | 1.65 | 70.25 | .00 | | | | | |
| XTOTAL | .33 | .07 | .07 | .13 | 5.55 | 92.10 | | | | | |

DISTRIBUTION, FIELD 317

ARC - V-1 DIRECTION OF TRAVEL

| | ANSNR NOT AVAILABLE | 1 FEET | 5 FEET | 12 FEET | 13 FEET | 15 FEET | 20 FEET | 21 FEET | 23 FEET | 25 FEET |
|--------|------------------------|------------|------------|------------|------------|------------|------------|------------|-------------------|------------|
| NUMBER | 5 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 |
| XRESP | 4.20 | .84 | .84 | .84 | .84 | 1.68 | .84 | .84 | .84 | .84 |
| XTOTAL | .33 | .07 | .07 | .07 | .07 | .13 | .07 | .07 | .07 | .07 |
| | 26 FEET | 30 FEET | 31 FEET | 35 FEET | 35 FEET | 38 FEET | 40 FEET | 43 FEET | 44 FEET | 47 FEET |
| NUMBER | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 2 |
| XRESP | .84 | .84 | .84 | .84 | .84 | .84 | 2.52 | .84 | .84 | 1.68 |
| XTOTAL | .07 | .07 | .07 | .07 | .07 | .07 | .20 | .07 | .07 | .13 |
| | 50 FEET | 53 FEET | 55 FEET | 57 FEET | 60 FEET | 75 FEET | 83 FEET | 87 FEET | VALUE OVER 100 | UNKNOWN |
| NUMBER | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 79 | 1412 |
| XRESP | 2.52 | .84 | .84 | .84 | 1.68 | .84 | .84 | 1.68 | 66.39 | .00 |
| XTOTAL | .20 | .07 | .07 | .07 | .13 | .07 | .07 | .13 | 5.16 | 92.23 |

C-118

DISTRIBUTION, FIELD 318

POSTED OR LEGAL SPEED LIMIT

| | 10 MPH | 15 MPH | 20 MPH | 25 MPH | 30 MPH | 35 MPH | 40 MPH | 45 MPH | 50 MPH | 55 MPH |
|--------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| NUMBER | 3 | 9 | 27 | 338 | 111 | 257 | 82 | 184 | 31 | 418 |
| XRESP | .20 | .61 | 1.83 | 22.95 | 7.54 | 17.45 | 5.57 | 12.49 | 2.10 | 28.38 |
| XTOTAL | .20 | .59 | 1.76 | 22.08 | 7.25 | 16.79 | 5.36 | 12.02 | 2.02 | 27.30 |
| | 60 MPH | 65 MPH | 70 MPH | UNKNOWN | | | | | | |
| NUMBER | 3 | 7 | 3 | 58 | | | | | | |
| XRESP | .20 | .48 | .20 | .00 | | | | | | |
| XTOTAL | .20 | .46 | .20 | 3.79 | | | | | | |

DISTRIBUTION, FIELD 319

OBSERVED MEAN VE4IC-E SPEED

| | ANSWR NOT AVAILABLE | 4 MPH | 5 MPH | 6 MPH | 7 MPH | 8 MPH | 9 MPH | 10 MPH | 11 MPH | 12 MPH |
|--------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| NUMBER | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 1 | 4 |
| XRESP | .07 | .07 | .07 | .07 | .07 | .07 | .07 | .29 | .07 | .29 |
| XTOTAL | .07 | .07 | .07 | .07 | .07 | .07 | .07 | .26 | .07 | .26 |
| | 13 MPH | 14 MPH | 15 MPH | 16 MPH | 17 MPH | 18 MPH | 19 MPH | 20 MPH | 21 MPH | 22 MPH |
| NUMBER | 4 | 5 | 8 | 11 | 17 | 18 | 21 | 30 | 25 | 29 |
| XRESP | .29 | .36 | .58 | .80 | 1.23 | 1.30 | 1.52 | 2.17 | 1.81 | 2.10 |
| XTOTAL | .26 | .33 | .52 | .72 | 1.11 | 1.18 | 1.37 | 1.96 | 1.63 | 1.89 |
| | 23 MPH | 24 MPH | 25 MPH | 26 MPH | 27 MPH | 28 MPH | 29 MPH | 30 MPH | 31 MPH | 32 MPH |
| NUMBER | 36 | 32 | 46 | 29 | 53 | 29 | 40 | 48 | 51 | 31 |
| XRESP | 2.60 | 2.31 | 3.33 | 2.10 | 3.83 | 2.10 | 2.89 | 3.47 | 3.69 | 2.24 |
| XTOTAL | 2.35 | 2.09 | 3.00 | 1.89 | 3.46 | 1.89 | 2.61 | 3.14 | 3.33 | 2.02 |
| | 33 MPH | 34 MPH | 35 MPH | 36 MPH | 37 MPH | 38 MPH | 39 MPH | 40 MPH | 41 MPH | 42 MPH |
| NUMBER | 53 | 29 | 39 | 31 | 40 | 37 | 48 | 42 | 39 | 22 |
| XRESP | 3.83 | 2.10 | 2.82 | 2.24 | 2.89 | 2.68 | 3.47 | 3.04 | 2.82 | 1.59 |
| XTOTAL | 3.46 | 1.89 | 2.55 | 2.02 | 2.61 | 2.42 | 3.14 | 2.74 | 2.55 | 1.44 |
| | 43 MPH | 44 MPH | 45 MPH | 46 MPH | 47 MPH | 48 MPH | 49 MPH | 50 MPH | 51 MPH | 52 MPH |
| NUMBER | 36 | 35 | 39 | 24 | 22 | 27 | 12 | 22 | 16 | 17 |
| XRESP | 2.60 | 2.53 | 2.82 | 1.74 | 1.59 | 1.95 | .87 | 1.59 | 1.16 | 1.23 |
| XTOTAL | 2.35 | 2.29 | 2.55 | 1.57 | 1.44 | 1.76 | .78 | 1.44 | 1.05 | 1.11 |
| | 53 MPH | 54 MPH | 55 MPH | 56 MPH | 57 MPH | 58 MPH | 59 MPH | 60 MPH | 61 MPH | 62 MPH |
| NUMBER | 8 | 23 | 12 | 18 | 22 | 8 | 22 | 11 | 7 | 13 |
| XRESP | .58 | 1.66 | .87 | 1.30 | 1.59 | .58 | 1.59 | .80 | .51 | .94 |
| XTOTAL | .52 | 1.50 | .78 | 1.18 | 1.44 | .52 | 1.44 | .72 | .46 | .85 |
| | 63 MPH | 64 MPH | 65 MPH | 66 MPH | 67 MPH | 68 MPH | 69 MPH | 70 MPH | UNKNOWN | |
| NUMBER | 5 | 2 | 10 | 1 | 2 | 6 | 3 | 1 | 148 | |
| XRESP | .36 | .14 | .72 | .07 | .14 | .43 | .22 | .07 | .00 | |
| XTOTAL | .33 | .13 | .65 | .07 | .13 | .39 | .20 | .07 | 9.67 | |

0-119

DISTRIBUTION, FIELD 320

ESTIMATED STOPPING DISTANCE

| | 25 FEET | 26 FEET | 29 FEET | 30 FEET | 32 FEET | 38 FEET | 40 FEET | 41 FEET | 45 FEET | 48 FEET |
|--------|------------|------------|-------------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 1 | 1 | 1 | 2 | 2 | 1 | 3 | 2 | 19 | 1 |
| XRESP | .07 | .07 | .07 | .14 | .14 | .07 | .22 | .14 | 1.37 | .07 |
| XTOTAL | .07 | .07 | .07 | .13 | .13 | .07 | .20 | .13 | 1.24 | .07 |
| | 49 FEET | 50 FEET | 51 FEET | 53 FEET | 55 FEET | 57 FEET | 60 FEET | 61 FEET | 64 FEET | 65 FEET |
| NUMBER | 8 | 2 | 2 | 7 | 1 | 13 | 7 | 16 | 1 | 30 |
| XRESP | .58 | .14 | .14 | .50 | .07 | .94 | .50 | 1.15 | .07 | 2.16 |
| XTOTAL | .52 | .13 | .13 | .46 | .07 | .85 | .46 | 1.05 | .07 | 1.96 |
| | 67 FEET | 68 FEET | 69 FEET | 70 FEET | 71 FEET | 72 FEET | 73 FEET | 74 FEET | 75 FEET | 76 FEET |
| NUMBER | 2 | 1 | 12 | 11 | 2 | 1 | 4 | 13 | 4 | 4 |
| XRESP | .14 | .07 | .86 | .79 | .14 | .07 | .29 | .94 | .29 | .29 |
| XTOTAL | .13 | .07 | .78 | .72 | .13 | .07 | .26 | .85 | .26 | .26 |
| | 77 FEET | 78 FEET | 79 FEET | 80 FEET | 81 FEET | 82 FEET | 83 FEET | 84 FEET | 85 FEET | 86 FEET |
| NUMBER | 3 | 3 | 17 | 5 | 1 | 1 | 15 | 8 | 2 | 1 |
| XRESP | .22 | .22 | 1.22 | .36 | .07 | .07 | 1.08 | .58 | .14 | .07 |
| XTOTAL | .20 | .20 | 1.11 | .33 | .07 | .07 | .98 | .52 | .13 | .07 |
| | 88 FEET | 89 FEET | 90 FEET | 91 FEET | 92 FEET | 93 FEET | 94 FEET | 95 FEET | 96 FEET | 97 FEET |
| NUMBER | 49 | 1 | 2 | 1 | 2 | 21 | 3 | 1 | 1 | 4 |
| XRESP | 3.53 | .07 | .14 | .07 | .14 | 1.51 | .22 | .07 | .07 | .29 |
| XTOTAL | 3.20 | .07 | .13 | .07 | .13 | 1.37 | .20 | .07 | .07 | .26 |
| | 98 FEET | 99 FEET | VALUE OVER 100 | UNKNOWN | | | | | | |
| NUMBER | 35 | 4 | 1034 | 143 | | | | | | |
| XRESP | 2.52 | .29 | 74.50 | .08 | | | | | | |
| XTOTAL | 2.29 | .26 | 67.54 | 9.34 | | | | | | |

C-120

DISTRIBUTION, FIELD 321

| | | SIGHT DISTANCE | | | | | | | | | |
|--------|-----|------------------------|------------|------------|------------|------------|------------|-------------------|------------|------------|------------|
| | | ANSWR NOT AVAILABLE | 1 FEET | 5 FEET | 10 FEET | 15 FEET | 20 FEET | 25 FEET | 30 FEET | 35 FEET | 37 FEET |
| NUMBER | 1 | 2 | 2 | 6 | 3 | 15 | 10 | 8 | 2 | 1 | |
| XRESP | .07 | .14 | .14 | .42 | .21 | 1.06 | .71 | .57 | .14 | .07 | |
| XTOTAL | .07 | .13 | .13 | .39 | .20 | .98 | .65 | .52 | .13 | .07 | |
| | | 40 FEET | 45 FEET | 49 FEET | 50 FEET | 57 FEET | 60 FEET | 63 FEET | 65 FEET | 75 FEET | 76 FEET |
| NUMBER | 2 | 3 | 1 | 13 | 1 | 5 | 1 | 1 | 6 | 1 | |
| XRESP | .14 | .21 | .07 | .92 | .07 | .35 | .07 | .07 | .42 | .07 | |
| XTOTAL | .13 | .20 | .07 | .85 | .07 | .33 | .07 | .07 | .39 | .07 | |
| | | 80 FEET | 88 FEET | 90 FEET | 92 FEET | 95 FEET | 99 FEET | VALUE OVER 100 | UNKNOWN | | |
| NUMBER | 1 | 1 | 3 | 1 | 3 | 1 | 1318 | 119 | | | |
| XRESP | .07 | .07 | .21 | .07 | .21 | .07 | 93.34 | .00 | | | |
| XTOTAL | .07 | .07 | .20 | .07 | .20 | .07 | 86.09 | 7.77 | | | |

C-121

DISTRIBUTION, FIELD 322

| | | LEAST IMPORTANT REASON SIGHT DISTANCE IS LESS THAN STOPPING DISTANCE | | | | | | |
|--------|------|---|---------------------|---------|------------------------|------------------------|-------|---------|
| | | VIS OBST GRD, EMBNK | ROADWAY GEOMETRY | WEATHER | LITE INAD VEH DESGN | RD SJRFAC COND. SPO | OTHER | UNKNOWN |
| NUMBER | 1 | 3 | 1 | 2 | 4 | 3 | 1517 | |
| XRESP | 7.14 | 21.43 | 7.14 | 14.29 | 28.57 | 21.43 | .00 | |
| XTOTAL | .07 | .20 | .07 | .13 | .26 | .20 | 99.69 | |

DISTRIBUTION, FIELD 323

INTERMEDIATE IMPORTANCE - REASON SIGHT DISTANCE IS
LESS THAN STOPPING DISTANCE

| | VIS OBST TREE, BRSH | VIS OBST GRD, EMBNK | VIS OBST PARK CAR | ROADWAY GEOMETRY | WEATHER | LITE INAD RD. GEOM | LITE INAD VEH DESGN | RD SURFAC COND. SPD | OTHER | UNKNCWN |
|--------|------------------------|------------------------|----------------------|---------------------|---------|-----------------------|------------------------|------------------------|-------|---------|
| NUMBER | 10 | 5 | 3 | 8 | 6 | 11 | 5 | 6 | 2 | 1475 |
| %RESP | 17.86 | 8.93 | 5.36 | 14.29 | 10.71 | 19.64 | 9.93 | 10.71 | 3.57 | .00 |
| %TOTAL | .65 | .33 | .20 | .52 | .39 | .72 | .33 | .39 | .13 | 96.34 |

DISTRIBUTION, FIELD 324

MOST IMPORTANT REASON SIGHT DISTANCE IS
LESS THAN STOPPING DISTANCE

| | VIS OBST TREE, BRSH | VIS OBST GRD, EMBNK | VIS OBST PARK CAR | ROADWAY GEOMETRY | WEATHER | LITE INAD VEH DESGN | RD SURFAC COND. SPD | OTHER | UNKNOWN |
|--------|------------------------|------------------------|----------------------|---------------------|---------|------------------------|------------------------|-------|---------|
| NUMBER | 8 | 4 | 62 | 33 | 12 | 11 | 13 | 29 | 1359 |
| %RESP | 4.65 | 2.33 | 36.05 | 19.19 | 5.98 | 6.40 | 7.56 | 16.80 | .00 |
| %TOTAL | .52 | .26 | 4.00 | 2.16 | .78 | .72 | .85 | 1.89 | 88.77 |

C-122

DISTRIBUTION, FIELD 325

NUMBER OF PEDESTRIANS WITHIN 250 FT OF THE P.O.I.
WITHIN TWO HOURS OF THE ACCIDENT

| | ANSWR NOT AVAILABLE | 1 PEDS | 2 PEDS | 3 PEDS | 4 PEDS | 5 PEDS | 6 PEDS | 7 PEDS | 8 PEDS | 9 PEDS |
|--------|------------------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| NUMBER | 479 | 106 | 84 | 51 | 48 | 51 | 23 | 35 | 34 | 24 |
| XRESP | 38.20 | 8.45 | 6.70 | 4.07 | 3.83 | 4.07 | 1.83 | 2.79 | 2.71 | 1.91 |
| XTOTAL | 31.29 | 6.92 | 5.49 | 3.33 | 3.14 | 3.33 | 1.50 | 2.29 | 2.22 | 1.57 |
| | 10 PEDS | 11 PEDS | 12 PEDS | 13 PEDS | 14 PEDS | 15 PEDS | 16 PEDS | 17 PEDS | 18 PEDS | 19 PEDS |
| NUMBER | 22 | 20 | 21 | 12 | 23 | 11 | 11 | 11 | 9 | 10 |
| XRESP | 1.75 | 1.59 | 1.67 | .96 | 1.83 | .88 | .88 | .88 | .72 | .80 |
| XTOTAL | 1.44 | 1.31 | 1.37 | .78 | 1.50 | .72 | .72 | .72 | .59 | .65 |
| | 20 PEDS | 21 PEDS | 22 PEDS | 23 PEDS | 24 PEDS | 25 PEDS | 26 PEDS | 27 PEDS | 28 PEDS | 29 PEDS |
| NUMBER | 8 | 13 | 4 | 6 | 5 | 8 | 2 | 5 | 6 | 1 |
| XRESP | .64 | 1.04 | .32 | .68 | .40 | .64 | .16 | .40 | .48 | .08 |
| XTOTAL | .52 | .85 | .26 | .39 | .33 | .52 | .13 | .33 | .39 | .07 |
| | 30 PEDS | 31 PEDS | 32 PEDS | 34 PEDS | 35 PEDS | 36 PEDS | 37 PEDS | 38 PEDS | 39 PEDS | 40 PEDS |
| NUMBER | 2 | 3 | 1 | 1 | 3 | 2 | 3 | 4 | 1 | 3 |
| XRESP | .16 | .24 | .08 | .08 | .24 | .16 | .24 | .32 | .08 | .24 |
| XTOTAL | .13 | .20 | .07 | .07 | .28 | .13 | .20 | .26 | .07 | .20 |
| | 41 PEDS | 42 PEDS | 43 PEDS | 45 PEDS | 46 PEDS | 47 PEDS | 48 PEDS | 49 PEDS | 50 PEDS | 51 PEDS |
| NUMBER | 2 | 2 | 2 | 1 | 3 | 4 | 2 | 4 | 1 | 3 |
| XRESP | .16 | .16 | .16 | .08 | .24 | .32 | .16 | .32 | .08 | .24 |
| XTOTAL | .13 | .13 | .13 | .07 | .20 | .26 | .13 | .26 | .07 | .20 |
| | 52 PEDS | 53 PEDS | 54 PEDS | 55 PEDS | 56 PEDS | 57 PEDS | 58 PEDS | 61 PEDS | 62 PEDS | 63 PEDS |
| NUMBER | 3 | 5 | 1 | 1 | 3 | 1 | 3 | 1 | 1 | 1 |
| XRESP | .24 | .40 | .08 | .08 | .24 | .08 | .24 | .08 | .08 | .08 |
| XTOTAL | .20 | .33 | .07 | .07 | .20 | .07 | .20 | .07 | .07 | .07 |
| | 67 PEDS | 68 PEDS | 71 PEDS | 74 PEDS | 78 PEDS | 80 PEDS | 87 PEDS | 88 PEDS | 89 PEDS | 94 PEDS |
| NUMBER | 2 | 1 | 2 | 2 | 2 | 1 | 3 | 2 | 1 | 1 |
| XRESP | .16 | .08 | .16 | .16 | .16 | .08 | .24 | .16 | .08 | .08 |
| XTOTAL | .13 | .07 | .13 | .13 | .13 | .07 | .20 | .13 | .07 | .07 |
| | 98 PEDS | VALUE OVER 100 | UNKNOWN | | | | | | | |
| NUMBER | 1 | 26 | 277 | | | | | | | |
| XRESP | .08 | 2.87 | .88 | | | | | | | |
| XTOTAL | .87 | 1.78 | 18.89 | | | | | | | |

G-123

DISTRIBUTION, FIELD 328

PEDESTRIAN BASERATE SUMMARY - AGE 10 - 14 YRS OLD

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|---------|------|------|------|------|-----|
| NUMBER | 818 | 107 | 92 | 63 | 40 | 26 | 29 | 14 | 15 | 11 |
| XRESP | 65.76 | 8.60 | 7.40 | 5.86 | 3.22 | 2.89 | 2.33 | 1.13 | 1.21 | .88 |
| XTOTAL | 53.43 | 6.99 | 6.01 | 4.11 | 2.51 | 1.70 | 1.89 | .91 | .98 | .72 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 2 | 3 | 4 | 4 | 1 | 1 | 4 | 1 | 1 | 2 |
| XRESP | .18 | .24 | .32 | .32 | .88 | .88 | .32 | .88 | .88 | .16 |
| XTOTAL | .13 | .20 | .26 | .26 | .07 | .07 | .26 | .07 | .07 | .13 |
| | 20 | 23 | 26 | 28 | UNKNOWN | | | | | |
| NUMBER | 3 | 1 | 1 | 1 | 287 | | | | | |
| XRESP | .24 | .08 | .08 | .08 | .00 | | | | | |
| XTOTAL | .20 | .07 | .07 | .07 | 18.75 | | | | | |

C-125

DISTRIBUTION, FIELD 329

PEDESTRIAN BASERATE SUMMARY - AGE 15 - 19 YRS OLD

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|-------|------|------|------|------|------|-----|-----|-----|
| NUMBER | 846 | 134 | 83 | 48 | 36 | 29 | 19 | 10 | 8 | 5 |
| XRESP | 68.06 | 10.78 | 6.68 | 3.86 | 2.90 | 2.33 | 1.53 | .88 | .64 | .40 |
| XTOTAL | 55.26 | 8.75 | 5.42 | 3.14 | 2.35 | 1.89 | 1.24 | .65 | .52 | .33 |
| | 10 | 11 | 13 | 14 | 15 | 18 | 20 | 21 | 22 | 28 |
| NUMBER | 8 | 6 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 2 |
| XRESP | .64 | .48 | .88 | .88 | .16 | .16 | .88 | .88 | .88 | .16 |
| XTOTAL | .52 | .39 | .07 | .07 | .13 | .13 | .07 | .07 | .07 | .13 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 288 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 18.81 | | | | | | | | | |

DISTRIBUTION, FIELD 330

PEDESTRIAN BASERATE SUMMARY - AGE 20 - 24 YRS OLD

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|---------|------|------|------|-----|-----|-----|-----|
| NUMBER | 970 | 122 | 69 | 41 | 13 | 15 | 4 | 3 | 3 | 1 |
| XRESP | 78.04 | 9.81 | 5.55 | 3.30 | 1.05 | 1.21 | .32 | .24 | .24 | .08 |
| XTOTAL | 63.36 | 7.97 | 4.51 | 2.68 | .85 | .98 | .26 | .20 | .20 | .07 |
| | 10 | 16 | UNKNOWN | | | | | | | |
| NUMBER | 1 | 1 | 288 | | | | | | | |
| XRESP | .08 | .08 | .08 | | | | | | | |
| XTOTAL | .07 | .07 | 18.81 | | | | | | | |

C-126

DISTRIBUTION, FIELD 331

PEDESTRIAN BASERATE SUMMARY - AGE 25 - 35 YRS OLD

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|-------|------|------|------|------|---------|------|-----|-----|
| NUMBER | 857 | 155 | 76 | 41 | 31 | 19 | 15 | 16 | 11 | 6 |
| XRESP | 68.95 | 12.47 | 6.11 | 3.30 | 2.49 | 1.53 | 1.21 | 1.29 | .88 | .48 |
| XTOTAL | 55.98 | 10.12 | 4.96 | 2.68 | 2.02 | 1.24 | .98 | 1.05 | .72 | .39 |
| | 10 | 11 | 12 | 13 | 16 | 23 | UNKNOWN | | | |
| NUMBER | 3 | 4 | 1 | 5 | 2 | 1 | 288 | | | |
| XRESP | .24 | .32 | .08 | .48 | .16 | .08 | .08 | | | |
| XTOTAL | .20 | .26 | .07 | .33 | .13 | .07 | 18.81 | | | |

DISTRIBUTION, FIELD 332

PEDESTRIAN BASERATE SUMMARY - AGE 36 - 55 YRS OLD

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 10 |
|--------|---------------------|---------|------|------|------|------|------|-----|-----|-----|
| NUMBER | 873 | 169 | 76 | 44 | 24 | 19 | 14 | 11 | 7 | 3 |
| XRESP | 70.29 | 13.61 | 6.12 | 3.54 | 1.93 | 1.53 | 1.13 | .89 | .56 | .24 |
| XTOTAL | 57.02 | 11.04 | 4.96 | 2.87 | 1.57 | 1.24 | .91 | .72 | .66 | .20 |
| | 12 | UNKNOWN | | | | | | | | |
| NUMBER | 2 | 289 | | | | | | | | |
| XRESP | .16 | .00 | | | | | | | | |
| XTOTAL | .13 | 18.88 | | | | | | | | |

DISTRIBUTION, FIELD 333

PEDESTRIAN BASERATE SUMMARY - AGE 56 - 65 YRS OLD

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | UNKNOWN |
|--------|---------------------|------|------|-----|-----|-----|-----|---------|
| NUMBER | 1142 | 67 | 20 | 5 | 4 | 3 | 2 | 288 |
| XRESP | 91.87 | 5.39 | 1.61 | .40 | .32 | .24 | .16 | .00 |
| XTOTAL | 74.59 | 4.38 | 1.31 | .33 | .26 | .20 | .13 | 18.81 |

DISTRIBUTION, FIELD 334

PEDESTRIAN BASERATE SUMMARY - AGE OVER 65 YRS OLD

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 8 | 20 | UNKNOWN |
|--------|---------------------|------|-----|-----|-----|-----|-----|-----|-----|---------|
| NUMBER | 1189 | 37 | 8 | 3 | 2 | 1 | 1 | 1 | 1 | 288 |
| XRESP | 95.66 | 2.98 | .64 | .24 | .16 | .08 | .08 | .08 | .08 | .00 |
| XTOTAL | 77.66 | 2.42 | .52 | .20 | .13 | .07 | .07 | .07 | .07 | 18.81 |

C-127

DISTRIBUTION, FIELD 335

PEDESTRIAN BASERATE SUMMARY - SEX MALE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|------|------|------|---------|------|
| NUMBER | 551 | 124 | 103 | 63 | 64 | 38 | 45 | 35 | 28 | 13 |
| XRESP | 44.33 | 9.98 | 8.29 | 5.07 | 5.15 | 3.06 | 3.62 | 2.82 | 2.25 | 1.05 |
| XTOTAL | 35.99 | 8.10 | 6.73 | 4.11 | 4.18 | 2.48 | 2.94 | 2.29 | 1.83 | .85 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 27 | 21 | 17 | 15 | 26 | 12 | 14 | 12 | 9 | 4 |
| XRESP | 2.17 | 1.69 | 1.37 | 1.21 | 2.09 | .97 | 1.13 | .97 | .72 | .32 |
| XTOTAL | 1.76 | 1.37 | 1.11 | .98 | 1.70 | .78 | .91 | .78 | .59 | .26 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | UNKNOWN | |
| NUMBER | 7 | 2 | 4 | 3 | 3 | 1 | 1 | 1 | 288 | |
| XRESP | .56 | .16 | .32 | .24 | .24 | .08 | .08 | .08 | .00 | |
| XTOTAL | .46 | .13 | .26 | .20 | .20 | .07 | .07 | .07 | 18.81 | |

C-128

DISTRIBUTION, FIELD 336

PEDESTRIAN BASERATE SUMMARY - SEX FEMALE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|------|------|------|------|------|
| NUMBER | 645 | 108 | 91 | 72 | 59 | 37 | 34 | 32 | 23 | 21 |
| XRESP | 51.89 | 8.69 | 7.32 | 5.79 | 4.75 | 2.98 | 2.74 | 2.57 | 1.85 | 1.69 |
| XTOTAL | 42.13 | 7.05 | 5.94 | 4.76 | 3.85 | 2.42 | 2.22 | 2.09 | 1.50 | 1.37 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 21 |
| NUMBER | 24 | 18 | 17 | 9 | 23 | 8 | 8 | 8 | 5 | 1 |
| XRESP | 1.93 | 1.45 | 1.37 | .72 | 1.85 | .64 | .64 | .64 | .40 | .08 |
| XTOTAL | 1.57 | 1.18 | 1.11 | .59 | 1.50 | .52 | .52 | .52 | .33 | .07 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 288 | | | | | | | | | |
| XRESP | .30 | | | | | | | | | |
| XTOTAL | 18.81 | | | | | | | | | |

DISTRIBUTION, FIELD 337

PEDESTRIAN BASERATE SUMMARY - SEX UNKNOWN

| | ANSNR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 7 | 10 | 18 | UNKNOWN |
|--------|---------------------|-----|-----|-----|-----|-----|-----|-----|-----|---------|
| NUMBER | 1215 | 12 | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 288 |
| XRESP | 97.75 | .97 | .80 | .08 | .08 | .08 | .08 | .08 | .08 | .00 |
| XTOTAL | 79.36 | .78 | .65 | .07 | .07 | .07 | .07 | .07 | .07 | 18.81 |

DISTRIBUTION, FIELD 338

PEDESTRIAN BASERATE SUMMARY - DESTINATION UNKNOWN WITHIN 500 FT. ZONE

| | ANSNR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|---------|-----|-----|-----|-----|-----|-----|
| NUMBER | 1109 | 45 | 18 | 12 | 11 | 9 | 5 | 3 | 8 | 4 |
| XRESP | 89.15 | 3.62 | 1.45 | .96 | .88 | .72 | .40 | .24 | .64 | .32 |
| XTOTAL | 72.44 | 2.94 | 1.18 | .78 | .72 | .59 | .33 | .20 | .52 | .26 |
| | 10 | 11 | 13 | 14 | 16 | 17 | 18 | 19 | 20 | 21 |
| NUMBER | 5 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 1 |
| XRESP | .48 | .16 | .08 | .16 | .08 | .08 | .08 | .16 | .08 | .08 |
| XTOTAL | .33 | .13 | .07 | .13 | .07 | .07 | .07 | .13 | .07 | .07 |
| | 24 | 25 | 27 | UNKNOWN | | | | | | |
| NUMBER | 1 | 1 | 1 | 287 | | | | | | |
| XRESP | .08 | .08 | .08 | .00 | | | | | | |
| XTOTAL | .07 | .07 | .07 | 18.75 | | | | | | |

C-129

DISTRIBUTION, FIELD 341

PEDESTRIAN BASERATE SUMMARY - DESTINATION
COMMERCIAL PLACE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|---------|------|------|------|-----|------|-----|
| NUMBER | 1043 | 32 | 29 | 20 | 21 | 20 | 14 | 9 | 16 | 6 |
| XRESP | 83.91 | 2.57 | 2.33 | 1.61 | 1.69 | 1.61 | 1.13 | .72 | 1.29 | .48 |
| XTOTAL | 68.13 | 2.09 | 1.89 | 1.31 | 1.37 | 1.31 | .91 | .59 | 1.05 | .39 |
| | 10 | 11 | 12 | 14 | 15 | 17 | 20 | 21 | 22 | 23 |
| NUMBER | 4 | 4 | 8 | 2 | 5 | 3 | 1 | 1 | 1 | 1 |
| XRESP | .32 | .32 | .64 | .16 | .40 | .24 | .08 | .08 | .08 | .08 |
| XTOTAL | .26 | .26 | .52 | .13 | .33 | .20 | .07 | .07 | .07 | .07 |
| | 24 | 27 | 28 | UNKNOWN | | | | | | |
| NUMBER | 1 | 1 | 1 | 288 | | | | | | |
| XRESP | .08 | .08 | .08 | .00 | | | | | | |
| XTOTAL | .07 | .07 | .07 | 18.81 | | | | | | |

C-131

DISTRIBUTION, FIELD 342

PEDESTRIAN BASERATE SUMMARY - DESTINATION
VEHICLE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|------|------|------|---------|-----|-----|-----|
| NUMBER | 991 | 77 | 68 | 39 | 15 | 16 | 6 | 8 | 6 | 3 |
| XRESP | 79.79 | 6.20 | 5.48 | 3.14 | 1.21 | 1.29 | .48 | .64 | .48 | .24 |
| XTOTAL | 64.73 | 5.03 | 4.44 | 2.55 | .98 | 1.05 | .39 | .52 | .39 | .20 |
| | 10 | 11 | 12 | 15 | 15 | 20 | JNKNOWN | | | |
| NUMBER | 4 | 5 | 1 | 1 | 1 | 1 | 289 | | | |
| XRESP | .32 | .40 | .08 | .08 | .08 | .08 | .00 | | | |
| XTOTAL | .26 | .33 | .07 | .07 | .07 | .07 | 18.88 | | | |

DISTRIBUTION, FIELD 343

PEDESTRIAN BASERATE SUMMARY - DESTINATION-NOT IN ROUTE NO DESTINATION-AT WORK OR OUT AT PLAY

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|---------|------|------|------|-----|------|-----|-----|------|
| NUMBER | 947 | 73 | 61 | 41 | 29 | 11 | 17 | 12 | 9 | 15 |
| XRESP | 76.13 | 5.87 | 4.90 | 3.30 | 2.33 | .88 | 1.37 | .96 | .72 | 1.21 |
| XTOTAL | 61.85 | 4.77 | 3.98 | 2.68 | 1.89 | .72 | 1.11 | .78 | .59 | .98 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 19 | 20 | 22 |
| NUMBER | 7 | 1 | 3 | 1 | 5 | 5 | 2 | 1 | 1 | 1 |
| XRESP | .56 | .08 | .24 | .08 | .60 | .40 | .15 | .08 | .08 | .08 |
| XTOTAL | .46 | .07 | .20 | .07 | .33 | .33 | .13 | .07 | .07 | .07 |
| | 24 | UNKNOWN | | | | | | | | |
| NUMBER | 2 | 287 | | | | | | | | |
| XRESP | .16 | .00 | | | | | | | | |
| XTOTAL | .13 | 18.75 | | | | | | | | |

C 132

DISTRIBUTION, FIELD 344

PEDESTRIAN BASERATE SUMMARY - DESTINATION-SCHOOL

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 10 |
|--------|---------------------|-----|-----|-----|---------|-----|-----|-----|-----|-----|
| NUMBER | 1216 | 4 | 5 | 2 | 3 | 4 | 1 | 2 | 1 | 1 |
| XRESP | 97.75 | .32 | .40 | .16 | .24 | .32 | .08 | .16 | .08 | .08 |
| XTOTAL | 79.43 | .26 | .33 | .13 | .20 | .26 | .07 | .13 | .07 | .07 |
| | 14 | 17 | 22 | 28 | UNKNOWN | | | | | |
| NUMBER | 1 | 2 | 1 | 1 | 287 | | | | | |
| XRESP | .08 | .16 | .08 | .08 | .00 | | | | | |
| XTOTAL | .07 | .13 | .07 | .07 | 18.75 | | | | | |

DISTRIBUTION, FIELD 345

PEDESTRIAN BASERATE SUMMARY - ORIGIN-UNKNOWN
WITHIN 500 FT. ZONE

| | ANSMR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|------|---------|-----|-----|-----|-----|-----|
| NUMBER | 1053 | 53 | 34 | 18 | 13 | 10 | 5 | 12 | 5 | 7 |
| %RESP | 84.65 | 4.26 | 2.73 | 1.45 | 1.05 | .80 | .40 | .96 | .40 | .56 |
| %TOTAL | 68.78 | 3.46 | 2.22 | 1.18 | .85 | .65 | .33 | .78 | .33 | .46 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 18 | 19 | 20 |
| NUMBER | 6 | 4 | 6 | 1 | 1 | 5 | 1 | 1 | 1 | 2 |
| %RESP | .48 | .32 | .48 | .08 | .08 | .40 | .08 | .08 | .08 | .16 |
| %TOTAL | .39 | .26 | .39 | .07 | .07 | .33 | .07 | .07 | .07 | .13 |
| | 23 | 24 | 25 | 28 | UNKNOWN | | | | | |
| NUMBER | 1 | 3 | 1 | 1 | 287 | | | | | |
| %RESP | .08 | .24 | .08 | .08 | .00 | | | | | |
| %TOTAL | .07 | .20 | .07 | .07 | 18.75 | | | | | |

C-133

DISTRIBUTION, FIELD 346

PEDESTRIAN BASERATE SUMMARY - ORIGIN-UNKNOWN
OUTSIDE 500 FT. ZONE

| | ANSMR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|------|------|------|------|------|------|---------|
| NUMBER | 841 | 97 | 65 | 47 | 38 | 31 | 24 | 15 | 19 | 8 |
| %RESP | 67.66 | 7.80 | 5.23 | 3.78 | 3.06 | 2.49 | 1.93 | 1.21 | 1.53 | .64 |
| %TOTAL | 54.93 | 6.34 | 4.25 | 3.07 | 2.48 | 2.02 | 1.57 | .98 | 1.24 | .52 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 10 | 7 | 4 | 2 | 4 | 6 | 3 | 2 | 5 | 1 |
| %RESP | .80 | .56 | .32 | .16 | .32 | .48 | .24 | .16 | .40 | .08 |
| %TOTAL | .65 | .46 | .26 | .13 | .26 | .39 | .20 | .13 | .33 | .07 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | UNKNOWN |
| NUMBER | 1 | 3 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 288 |
| %RESP | .08 | .24 | .08 | .08 | .16 | .08 | .08 | .16 | .16 | .00 |
| %TOTAL | .07 | .20 | .07 | .07 | .13 | .07 | .07 | .13 | .13 | 18.81 |

DISTRIBUTION, FIELD 347

PEDESTRIAN BASERATE SUMMARY - ORIGIN
RESIDENTIAL PLACE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|------|------|------|------|------|------|-----|
| NUMBER | 906 | 86 | 67 | 44 | 32 | 26 | 15 | 18 | 14 | 10 |
| %RESP | 72.89 | 6.92 | 5.39 | 3.54 | 2.37 | 2.09 | 1.21 | 1.45 | 1.13 | .80 |
| %TOTAL | 59.18 | 5.62 | 4.38 | 2.87 | 2.09 | 1.70 | .98 | 1.18 | .91 | .65 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 22 | 28 |
| NUMBER | 9 | 5 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 2 |
| %RESP | .72 | .40 | .08 | .08 | .24 | .08 | .08 | .08 | .08 | .16 |
| %TOTAL | .59 | .33 | .07 | .07 | .20 | .07 | .07 | .07 | .07 | .13 |
| | UNKNOWN | | | | | | | | | |
| NUMBER | 288 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 18.81 | | | | | | | | | |

C-134

DISTRIBUTION, FIELD 348

PEDESTRIAN BASERATE SUMMARY - ORIGIN
COMMERCIAL PLACE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|---------|------|------|------|-----|-----|-----|-----|-----|
| NUMBER | 1065 | 35 | 30 | 22 | 21 | 8 | 11 | 9 | 6 | 9 |
| %RESP | 85.82 | 2.82 | 2.42 | 1.77 | 1.69 | .64 | .89 | .73 | .48 | .73 |
| %TOTAL | 69.56 | 2.29 | 1.96 | 1.44 | 1.37 | .52 | .72 | .59 | .39 | .59 |
| | 10 | 11 | 13 | 14 | 15 | 16 | 17 | 19 | 22 | 25 |
| NUMBER | 2 | 6 | 2 | 2 | 3 | 3 | 2 | 1 | 1 | 1 |
| %RESP | .16 | .48 | .16 | .16 | .24 | .24 | .15 | .08 | .08 | .08 |
| %TOTAL | .13 | .39 | .13 | .13 | .20 | .20 | .13 | .07 | .07 | .07 |
| | 28 | UNKNOWN | | | | | | | | |
| NUMBER | 2 | 290 | | | | | | | | |
| %RESP | .16 | .00 | | | | | | | | |
| %TOTAL | .13 | 18.94 | | | | | | | | |

DISTRIBUTION, FIELD 349

PEDESTRIAN BASERATE SUMMARY - ORIGIN VEHICLE

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|------|------|-----|-----|---------|
| NUMBER | 987 | 78 | 47 | 35 | 21 | 19 | 16 | 9 | 11 | 2 |
| XRESP | 79.47 | 6.28 | 3.78 | 2.82 | 1.69 | 1.53 | 1.29 | .72 | .89 | .16 |
| XTOTAL | 64.47 | 5.09 | 3.07 | 2.29 | 1.37 | 1.24 | 1.05 | .59 | .72 | .13 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | UNKNOWN |
| NUMBER | 5 | 1 | 2 | 1 | 3 | 1 | 1 | 1 | 2 | 289 |
| XRESP | .40 | .08 | .16 | .08 | .24 | .08 | .08 | .08 | .16 | .00 |
| XTOTAL | .33 | .07 | .13 | .07 | .20 | .07 | .07 | .07 | .13 | 18.88 |

C-135

DISTRIBUTION, FIELD 350

PEDESTRIAN BASERATE SUMMARY - ORIGIN-NOT IN ROUTE NO DESTINATION-AT WORK OR OUT AT PLAY

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|---------|------|------|-----|-----|-----|-----|-----|
| NUMBER | 1030 | 49 | 42 | 31 | 16 | 10 | 10 | 11 | 7 | 11 |
| XRESP | 82.86 | 3.94 | 3.38 | 2.49 | 1.29 | .80 | .80 | .88 | .56 | .88 |
| XTOTAL | 67.28 | 3.20 | 2.74 | 2.02 | 1.05 | .65 | .65 | .72 | .46 | .72 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 18 | 19 | 20 |
| NUMBER | 7 | 1 | 3 | 1 | 3 | 5 | 1 | 1 | 1 | 1 |
| XRESP | .56 | .08 | .24 | .08 | .24 | .40 | .08 | .08 | .08 | .08 |
| XTOTAL | .46 | .07 | .20 | .07 | .20 | .33 | .07 | .07 | .07 | .07 |
| | 22 | 24 | UNKNOWN | | | | | | | |
| NUMBER | 1 | 1 | 288 | | | | | | | |
| XRESP | .08 | .08 | .00 | | | | | | | |
| XTOTAL | .07 | .07 | 18.81 | | | | | | | |

DISTRIBUTION, FIELD 351

PEDESTRIAN BASERATE SUMMARY - ORIGIN - SCHOOL

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 10 | 12 |
|--------|---------------------|-----|-----|-----|-----|-----|---------|-----|-----|-----|
| NUMBER | 1204 | 2 | 4 | 5 | 3 | 1 | 2 | 2 | 2 | 2 |
| XRESP | 96.86 | .16 | .32 | .40 | .24 | .08 | .16 | .16 | .16 | .16 |
| XTOTAL | 78.64 | .13 | .26 | .33 | .20 | .07 | .13 | .13 | .13 | .13 |
| | 14 | 18 | 20 | 23 | 25 | 28 | JNKNOWN | | | |
| NUMBER | 1 | 1 | 2 | 1 | 1 | 10 | 288 | | | |
| XRESP | .08 | .08 | .16 | .08 | .08 | .80 | .00 | | | |
| XTOTAL | .07 | .07 | .13 | .07 | .07 | .65 | 18.81 | | | |

C-136

DISTRIBUTION, FIELD 352

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS CROSSING AT INTERSECTION

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|-----|-----|---------|-----|-----|
| NUMBER | 1027 | 53 | 37 | 18 | 18 | 9 | 9 | 9 | 6 | 10 |
| XRESP | 82.62 | 4.26 | 2.98 | 1.45 | 1.45 | .72 | .72 | .72 | .48 | .80 |
| XTOTAL | 67.08 | 3.46 | 2.42 | 1.18 | 1.18 | .59 | .59 | .59 | .39 | .65 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 5 | 3 | 9 | 5 | 1 | 1 | 3 | 5 | 3 | 2 |
| XRESP | .40 | .24 | .72 | .40 | .08 | .08 | .24 | .40 | .24 | .16 |
| XTOTAL | .33 | .20 | .59 | .33 | .07 | .07 | .20 | .33 | .20 | .13 |
| | 20 | 21 | 22 | 23 | 26 | 27 | 28 | UNKNOWN | | |
| NUMBER | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 288 | | |
| XRESP | .16 | .08 | .16 | .16 | .08 | .08 | .08 | .00 | | |
| XTOTAL | .13 | .07 | .13 | .13 | .07 | .07 | .07 | 18.81 | | |

DISTRIBUTION, FIELD 353

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
CROSSING, NOT AT INTERSECTION

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | |
|--------|------------------------|---------|------|------|------|------|-----|-----|-----|-----|-----|
| NUMBER | 901 | 104 | 77 | 37 | 41 | 24 | 11 | 12 | 9 | 3 | |
| XRESP | 72.49 | 8.37 | 6.19 | 2.98 | 3.30 | 1.93 | .88 | .97 | .72 | .24 | |
| XTOTAL | 58.85 | 6.79 | 5.03 | 2.42 | 2.68 | 1.57 | .72 | .78 | .59 | .20 | |
| | | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 18 | 21 | 28 |
| NUMBER | 9 | 5 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| XRESP | .72 | .40 | .24 | .08 | .08 | .08 | .08 | .08 | .08 | .08 | .08 |
| XTOTAL | .59 | .33 | .20 | .07 | .07 | .07 | .07 | .07 | .07 | .07 | .07 |
| | | UNKNOWN | | | | | | | | | |
| NUMBER | 288 | | | | | | | | | | |
| XRESP | .00 | | | | | | | | | | |
| XTOTAL | 18.81 | | | | | | | | | | |

C-137

DISTRIBUTION, FIELD 354

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
COMING FROM BEHIND PARKED VEHICLE

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 5 | 16 | UNKNOWN |
|--------|------------------------|-----|-----|-----|-----|-----|---------|
| NUMBER | 1224 | 12 | 2 | 2 | 2 | 1 | 288 |
| XRESP | 98.47 | .97 | .16 | .16 | .16 | .08 | .00 |
| XTOTAL | 79.95 | .78 | .13 | .13 | .13 | .07 | 18.81 |

DISTRIBUTION, FIELD 355

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
GETTING ON OR OFF SCHOOL BUS

| ANSWR NOT AVAILABLE | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---------------------|-------|-----|-----|-----|-------|---------|-----|-----|-----|-----|
| NUMBER | 1212 | 4 | 3 | 4 | 5 | 3 | 2 | 2 | 2 | 1 |
| XRESP | 97.58 | .32 | .24 | .32 | .40 | .24 | .16 | .16 | .16 | .08 |
| XTOTAL | 79.16 | .26 | .20 | .26 | .33 | .20 | .13 | .13 | .13 | .07 |
| ANSWR NOT AVAILABLE | | 10 | 11 | 14 | 17 | UNKNOWN | | | | |
| NUMBER | 1 | 1 | 1 | 1 | 289 | | | | | |
| XRESP | .08 | .08 | .08 | .08 | .00 | | | | | |
| XTOTAL | .07 | .07 | .07 | .07 | 18.88 | | | | | |

C-138

DISTRIBUTION, FIELD 356

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
GETTING ON OR OFF OTHER VEHICLE

| ANSWR NOT AVAILABLE | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---------------------|-------|------|------|-------|---------|-----|-----|-----|-----|-----|
| NUMBER | 1112 | 41 | 20 | 17 | 19 | 10 | 7 | 5 | 4 | 3 |
| XRESP | 89.53 | 3.30 | 1.61 | 1.37 | 1.53 | .81 | .56 | .40 | .32 | .24 |
| XTOTAL | 72.63 | 2.68 | 1.31 | 1.11 | 1.24 | .65 | .46 | .33 | .26 | .20 |
| ANSWR NOT AVAILABLE | | 10 | 12 | 13 | UNKNOWN | | | | | |
| NUMBER | 1 | 1 | 2 | 289 | | | | | | |
| XRESP | .08 | .08 | .16 | .00 | | | | | | |
| XTOTAL | .07 | .07 | .13 | 18.88 | | | | | | |

DISTRIBUTION, FIELD 357

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
WALKING IN ROADWAY WITH TRAFFIC

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | 11 |
|--------|---------------------|------|------|---------|------|-----|-----|-----|-----|-----|
| NUMBER | 1055 | 62 | 53 | 23 | 18 | 10 | 9 | 5 | 1 | 2 |
| XRESP | 84.88 | 4.99 | 4.26 | 1.85 | 1.45 | .80 | .72 | .40 | .08 | .16 |
| XTOTAL | 68.91 | 4.05 | 3.46 | 1.50 | 1.18 | .65 | .59 | .33 | .07 | .13 |
| | 13 | 14 | 25 | UNKNOWN | | | | | | |
| NUMBER | 2 | 2 | 1 | 288 | | | | | | |
| XRESP | .16 | .16 | .08 | .00 | | | | | | |
| XTOTAL | .13 | .13 | .07 | 18.81 | | | | | | |

C-139

DISTRIBUTION, FIELD 358

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
WALKING IN ROADWAY AGAINST TRAFFIC

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|---------|------|-----|-----|-----|-----|-----|
| NUMBER | 1103 | 58 | 36 | 15 | 14 | 6 | 2 | 2 | 1 | 1 |
| XRESP | 88.74 | 4.67 | 2.90 | 1.21 | 1.13 | .48 | .16 | .16 | .08 | .08 |
| XTOTAL | 72.04 | 3.79 | 2.35 | .98 | .91 | .39 | .13 | .13 | .07 | .07 |
| | 11 | 13 | 14 | UNKNOWN | | | | | | |
| NUMBER | 1 | 2 | 2 | 288 | | | | | | |
| XRESP | .08 | .16 | .16 | .00 | | | | | | |
| XTOTAL | .07 | .13 | .13 | 18.81 | | | | | | |

DISTRIBUTION, FIELD 359

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
WORKING ON VEHICLE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | UNKNOWN |
|--------|---------------------|------|------|-----|---------|
| NUMBER | 1191 | 29 | 16 | 7 | 288 |
| XRESP | 95.82 | 2.33 | 1.29 | .56 | .00 |
| XTOTAL | 77.79 | 1.89 | 1.05 | .46 | 18.81 |

DISTRIBUTION, FIELD 360

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
WORKING ON ROADWAY

| | ANSWR NOT AVAILABLE | 1 | 3 | 4 | 6 | UNKNOWN |
|--------|------------------------|-----|-----|-----|-----|---------|
| NUMBER | 1228 | 8 | 2 | 2 | 2 | 289 |
| %RESP | 98.87 | .64 | .16 | .16 | .16 | .60 |
| %TOTAL | 80.21 | .52 | .13 | .13 | .13 | 18.88 |

DISTRIBUTION, FIELD 361

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
PLAYING IN ROADWAY

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|---------|------|-----|-----|-----|-----|-----|-----|-----|
| NUMBER | 1172 | 20 | 19 | 10 | 5 | 8 | 1 | 3 | 2 | 2 |
| %RESP | 94.29 | 1.61 | 1.53 | .80 | .40 | .64 | .08 | .24 | .16 | .16 |
| %TOTAL | 76.55 | 1.31 | 1.24 | .65 | .33 | .52 | .07 | .20 | .13 | .13 |
| | 10 | UNKNOWN | | | | | | | | |
| NUMBER | 1 | 288 | | | | | | | | |
| %RESP | .08 | .00 | | | | | | | | |
| %TOTAL | .07 | 18.81 | | | | | | | | |

DISTRIBUTION, FIELD 362

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
PLAYING ON SHOULDER

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|---------|-----|-----|-----|-----|-----|-----|-----|
| NUMBER | 1190 | 15 | 11 | 7 | 3 | 4 | 4 | 3 | 1 | 2 |
| %RESP | 95.74 | 1.21 | .88 | .56 | .24 | .32 | .32 | .24 | .08 | .16 |
| %TOTAL | 77.73 | .98 | .72 | .46 | .28 | .26 | .28 | .20 | .07 | .13 |
| | 10 | 13 | UNKNOWN | | | | | | | |
| NUMBER | 2 | 1 | 288 | | | | | | | |
| %RESP | .15 | .08 | .00 | | | | | | | |
| %TOTAL | .13 | .07 | 18.81 | | | | | | | |

C-140

DISTRIBUTION, FIELD 363

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
STANDING IN ROADWAY

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 12 | UNKNOWN |
|--------|------------------------|-----|-----|-----|-----|-----|-----|-----|---------|
| NUMBER | 1218 | 9 | 7 | 3 | 3 | 1 | 1 | 1 | 288 |
| %RESP | 97.99 | .72 | .56 | .24 | .24 | .08 | .08 | .08 | .00 |
| %TOTAL | 79.56 | .59 | .46 | .20 | .20 | .07 | .07 | .07 | 18.81 |

DISTRIBUTION, FIELD 364

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS-NOT IN
ROADWAY WITHIN 20 FT. OF TRAVELED WAY

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|------|------|------|-----|------|------|-----|
| NUMBER | 882 | 93 | 66 | 37 | 34 | 24 | 12 | 16 | 15 | 7 |
| %RESP | 70.96 | 7.48 | 5.31 | 2.98 | 2.74 | 1.93 | .97 | 1.29 | 1.21 | .56 |
| %TOTAL | 57.61 | 6.07 | 4.31 | 2.42 | 2.22 | 1.57 | .78 | 1.05 | .98 | .46 |

| | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 18 | 19 | 21 |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NUMBER | 6 | 9 | 7 | 4 | 9 | 3 | 3 | 2 | 3 | 2 |
| %RESP | .48 | .72 | .56 | .32 | .72 | .24 | .24 | .16 | .24 | .16 |
| %TOTAL | .39 | .59 | .46 | .26 | .59 | .20 | .20 | .13 | .20 | .13 |

| | 22 | 24 | 25 | 26 | 28 | UNKNOWN |
|--------|-----|-----|-----|-----|-----|---------|
| NUMBER | 2 | 1 | 2 | 2 | 2 | 288 |
| %RESP | .16 | .08 | .16 | .16 | .16 | .00 |
| %TOTAL | .13 | .07 | .13 | .13 | .13 | 18.81 |

C-141

DISTRIBUTION, FIELD 365

PEDESTRIAN BASERATE SUMMARY - BEHAVIORS
WALKING ON SHOULDER

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|------|------|------|------|---------|------|-----|-----|-----|
| NUMBER | 1014 | 54 | 43 | 16 | 19 | 10 | 13 | 11 | 11 | 6 |
| %RESP | 81.58 | 4.34 | 3.46 | 1.29 | 1.53 | .80 | 1.03 | .88 | .88 | .48 |
| %TOTAL | 66.23 | 3.53 | 2.81 | 1.05 | 1.24 | .65 | .85 | .72 | .72 | .39 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 8 | 11 | 1 | 3 | 4 | 4 | 1 | 1 | 4 | 2 |
| %RESP | .64 | .88 | .08 | .24 | .32 | .32 | .08 | .08 | .32 | .16 |
| %TOTAL | .52 | .72 | .07 | .20 | .26 | .26 | .07 | .07 | .26 | .13 |
| | 21 | 22 | 24 | 27 | 28 | UNKNOWN | | | | |
| NUMBER | 1 | 2 | 1 | 2 | 1 | 288 | | | | |
| %RESP | .08 | .16 | .08 | .16 | .08 | .00 | | | | |
| %TOTAL | .07 | .13 | .07 | .13 | .07 | 18.81 | | | | |

C-142

DISTRIBUTION, FIELD 366

TOTAL TRAFFIC VOLUME PASSING THE P.O.I.
WITHIN TWO HOURS OF ACCIDENT

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|------|------|------|----------------|---------|
| NUMBER | 44 | 9 | 22 | 23 | 22 | 22 | 16 | 19 | 24 | 24 |
| XRESP | 3.51 | .72 | 1.76 | 1.84 | 1.76 | 1.76 | 1.28 | 1.52 | 1.92 | 1.92 |
| XTOTAL | 2.47 | .59 | 1.44 | 1.50 | 1.44 | 1.44 | 1.05 | 1.24 | 1.57 | 1.57 |
| NUMBER | 17 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| XRESP | 2.3 | 1.5 | 1.7 | 1.2 | 1.9 | 1.9 | 1.1 | 1.4 | 1.5 | 1.7 |
| XTOTAL | 1.50 | .98 | 1.11 | .78 | 1.24 | 1.24 | .72 | .91 | .98 | 1.11 |
| NUMBER | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| XRESP | 1.7 | 1.9 | 1.0 | .8 | 1.2 | .8 | 1.0 | .5 | .65 | .2 |
| XTOTAL | 1.11 | 1.24 | .65 | .52 | .78 | .52 | .65 | .33 | 4.25 | .13 |
| NUMBER | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| XRESP | .6 | 1.2 | .6 | .9 | .4 | .8 | .5 | 1.0 | .6 | .5 |
| XTOTAL | .39 | .96 | .39 | .72 | .32 | .64 | .48 | .80 | .48 | .40 |
| NUMBER | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| XRESP | .5 | .9 | 1.0 | .5 | .3 | .4 | .5 | .7 | .8 | .8 |
| XTOTAL | .33 | .59 | .65 | .33 | .28 | .26 | .39 | .46 | .52 | .52 |
| NUMBER | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 |
| XRESP | .1 | .7 | .5 | .6 | .4 | .5 | 1.1 | .5 | .6 | .2 |
| XTOTAL | .07 | .46 | .33 | .39 | .26 | .33 | .72 | .33 | .39 | .13 |
| NUMBER | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 |
| XRESP | .3 | .7 | .5 | .6 | .7 | .4 | .3 | .4 | .2 | .4 |
| XTOTAL | .20 | .46 | .33 | .39 | .46 | .26 | .28 | .26 | .13 | .26 |
| NUMBER | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 |
| XRESP | .3 | .6 | .5 | .1 | .3 | .5 | .2 | .1 | .4 | .3 |
| XTOTAL | .20 | .39 | .33 | .07 | .20 | .33 | .13 | .07 | .26 | .20 |
| NUMBER | 80 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| XRESP | .5 | .7 | .2 | .3 | .2 | .2 | .1 | .2 | .1 | .4 |
| XTOTAL | .33 | .46 | .13 | .20 | .13 | .13 | .07 | .13 | .07 | .26 |
| NUMBER | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | VALUE OVER 100 | UNKNOWN |
| XRESP | .1 | .3 | .3 | .1 | .2 | .6 | .5 | .4 | 388 | 279 |
| XTOTAL | .07 | .20 | .20 | .07 | .13 | .39 | .33 | .26 | 20.34 | 18.22 |

C-113

DISTRIBUTION, FIELD 367

TRAFFIC VOLUME BASE RATE SUMMARY - VEHICLE TYPE
PASSENGER CAR, VAN, PICKUP

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|------|------|-------|-------|---------|
| NUMBER | 47 | 9 | 25 | 23 | 19 | 28 | 20 | 23 | 23 | 26 |
| XRESP | 3.79 | .73 | 2.02 | 1.85 | 1.53 | 2.26 | 1.61 | 1.85 | 1.85 | 2.10 |
| XTOTAL | 3.07 | .59 | 1.63 | 1.50 | 1.24 | 1.83 | 1.31 | 1.50 | 1.50 | 1.70 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 19 | 17 | 18 | 22 | 21 | 22 | 17 | 23 | 23 | 33 |
| XRESP | 1.53 | 1.37 | 1.45 | 1.77 | 1.69 | 1.77 | 1.37 | 1.85 | 1.85 | 2.66 |
| XTOTAL | 1.24 | 1.11 | 1.18 | 1.44 | 1.37 | 1.44 | 1.11 | 1.50 | 1.50 | 2.16 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | UNKNOWN |
| NUMBER | 22 | 41 | 53 | 58 | 59 | 84 | 116 | 127 | 212 | 291 |
| XRESP | 1.77 | 3.31 | 4.27 | 4.68 | 5.56 | 6.77 | 9.35 | 10.24 | 17.10 | .80 |
| XTOTAL | 1.44 | 2.68 | 3.46 | 3.79 | 4.51 | 5.49 | 7.58 | 8.30 | 13.85 | 19.01 |

C-144

DISTRIBUTION, FIELD 368

TRAFFIC VOLUME BASE RATE SUMMARY - VEHICLE TYPE
TRUCK

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|-------|-------|------|------|------|---------|------|-----|-----|
| NUMBER | 630 | 188 | 128 | 85 | 53 | 52 | 27 | 21 | 11 | 11 |
| XRESP | 50.72 | 15.14 | 16.31 | 6.84 | 5.07 | 4.19 | 2.17 | 1.69 | .89 | .89 |
| XTOTAL | 41.15 | 12.28 | 8.36 | 5.55 | 4.11 | 3.40 | 1.76 | 1.37 | .72 | .72 |
| | 10 | 11 | 12 | 13 | 14 | 16 | JNKNOWN | | | |
| NUMBER | 8 | 7 | 4 | 2 | 4 | 1 | 289 | | | |
| XRESP | .64 | .56 | .32 | .16 | .32 | .08 | .00 | | | |
| XTOTAL | .52 | .46 | .26 | .13 | .26 | .07 | 18.88 | | | |

DISTRIBUTION, FIELD 369

TRAFFIC VOLUME BASERATE SUMMARY - VEHICLE TYPE
BUS

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 9 | UNKNOWN |
|--------|---------------------|------|------|------|-----|-----|-----|-----|-----|---------|
| NUMBER | 1050 | 120 | 44 | 14 | 5 | 4 | 3 | 1 | 1 | 289 |
| %RESP | 84.54 | 9.66 | 3.54 | 1.13 | .40 | .32 | .24 | .08 | .08 | .60 |
| %TOTAL | 68.58 | 7.84 | 2.87 | .91 | .33 | .26 | .20 | .07 | .07 | 18.88 |

DISTRIBUTION, FIELD 370

TRAFFIC VOLUME BASERATE SJMMARY - VEHICLE TYPE
OTHER, TRACTOR, ETC.

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 8 | 19 | 28 |
|---------|---------------------|------|------|-----|-----|-----|-----|-----|-----|-----|
| NUMBER | 1086 | 106 | 32 | 8 | 5 | 2 | 1 | 1 | 1 | 1 |
| %RESP | 87.37 | 8.53 | 2.57 | .64 | .40 | .16 | .08 | .08 | .08 | .08 |
| %TOTAL | 70.93 | 6.92 | 2.09 | .52 | .33 | .13 | .07 | .07 | .07 | .07 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 288 | | | | | | | | | |
| %RESP | .00 | | | | | | | | | |
| %TOTAL | 18.81 | | | | | | | | | |

C-145

DISTRIBUTION, FIELD 371

TRAFFIC VOLUME BASERATE SJMMARY - SPEED
NEAR OR AT POSTED SPEED

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---------|---------------------|------|------|------|------|------|------|------|-------|-------|
| NUMBER | 142 | 19 | 18 | 37 | 27 | 38 | 32 | 28 | 29 | 28 |
| %RESP | 11.44 | 1.53 | 1.45 | 2.98 | 2.18 | 3.06 | 2.58 | 2.26 | 2.34 | 2.26 |
| %TOTAL | 9.27 | 1.24 | 1.18 | 2.42 | 1.76 | 2.48 | 2.09 | 1.83 | 1.89 | 1.83 |
| 10 | | | | | | | | | | |
| NUMBER | 31 | 26 | 42 | 36 | 26 | 36 | 30 | 35 | 35 | 38 |
| %RESP | 2.50 | 2.10 | 3.38 | 2.90 | 2.10 | 2.90 | 2.42 | 2.82 | 2.82 | 3.06 |
| %TOTAL | 2.02 | 1.70 | 2.74 | 2.35 | 1.70 | 2.35 | 1.96 | 2.29 | 2.29 | 2.48 |
| 20 | | | | | | | | | | |
| NUMBER | 50 | 51 | 40 | 52 | 46 | 47 | 50 | 43 | 129 | 290 |
| %RESP | 4.03 | 4.11 | 3.22 | 4.19 | 3.71 | 3.79 | 4.03 | 3.46 | 10.39 | .00 |
| %TOTAL | 3.27 | 3.33 | 2.61 | 3.40 | 3.00 | 3.07 | 3.27 | 2.81 | 8.43 | 18.94 |
| UNKNOWN | | | | | | | | | | |

DISTRIBUTION, FIELD 372

TRAFFIC VOLUME BASERATE SJMMARY - SPEED
APPARENTLY FASTER THAN POSTED SPEED

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|-------|------|------|------|------|---------|------|------|------|
| NUMBER | 602 | 154 | 119 | 77 | 58 | 61 | 38 | 25 | 17 | 14 |
| %RESP | 48.43 | 12.39 | 9.57 | 6.19 | 4.67 | 4.91 | 3.06 | 2.01 | 1.37 | 1.13 |
| %TOTAL | 39.32 | 10.06 | 7.77 | 5.03 | 3.79 | 3.98 | 2.48 | 1.63 | 1.11 | .91 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 11 | 8 | 10 | 9 | 6 | 4 | 4 | 3 | 2 | 2 |
| %RESP | .88 | .64 | .80 | .72 | .48 | .32 | .32 | .24 | .16 | .16 |
| %TOTAL | .72 | .52 | .65 | .59 | .39 | .26 | .26 | .20 | .13 | .13 |
| | 20 | 21 | 23 | 24 | 25 | 28 | JNKNOWN | | | |
| NUMBER | 1 | 2 | 1 | 4 | 1 | 10 | 288 | | | |
| %RESP | .08 | .16 | .08 | .32 | .08 | .80 | .00 | | | |
| %TOTAL | .07 | .13 | .07 | .26 | .07 | .65 | 18.81 | | | |

C-146

DISTRIBUTION, FIELD 373

TRAFFIC VOLUME BASERATE SJMMARY - SPEED
SIGNIFICANTLY SLOWER THAN POSTED SPEED

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|-------|-------|------|------|------|------|------|------|---------|
| NUMBER | 420 | 153 | 132 | 92 | 95 | 54 | 48 | 46 | 28 | 24 |
| %RESP | 33.57 | 12.34 | 10.65 | 7.42 | 7.66 | 4.35 | 3.87 | 3.71 | 2.26 | 1.94 |
| %TOTAL | 27.43 | 9.99 | 8.62 | 6.01 | 6.21 | 3.53 | 3.14 | 3.06 | 1.83 | 1.57 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 22 | 10 | 15 | 19 | 10 | 7 | 10 | 5 | 3 | 3 |
| %RESP | 1.77 | .81 | 1.21 | 1.53 | .91 | .56 | .81 | .46 | .24 | .24 |
| %TOTAL | 1.44 | .65 | .98 | 1.24 | .65 | .46 | .65 | .33 | .20 | .20 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | UNKNOWN |
| NUMBER | 5 | 3 | 4 | 2 | 2 | 1 | 4 | 4 | 19 | 291 |
| %RESP | .40 | .24 | .32 | .16 | .16 | .08 | .32 | .32 | 1.53 | .00 |
| %TOTAL | .33 | .20 | .26 | .13 | .13 | .07 | .26 | .26 | 1.24 | 19.01 |

DISTRIBUTION, FIELD 374

TRAFFIC VOLUME BASE RATE SUMMARY - ACTION
GOING STRAIGHT AHEAD ONLY

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|------|------|------|------|------|------|------|-------|---------|
| NUMBER | 52 | 19 | 19 | 27 | 21 | 31 | 25 | 18 | 31 | 18 |
| %RESP | 6.61 | 1.53 | 1.53 | 2.18 | 1.69 | 2.50 | 2.02 | 1.45 | 2.58 | 1.45 |
| %TOTAL | 5.36 | 1.24 | 1.24 | 1.76 | 1.37 | 2.02 | 1.63 | 1.18 | 2.02 | 1.18 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| NUMBER | 25 | 19 | 25 | 18 | 23 | 21 | 25 | 25 | 33 | 33 |
| %RESP | 2.02 | 1.53 | 2.02 | 1.45 | 1.85 | 1.69 | 2.02 | 2.02 | 2.66 | 2.66 |
| %TOTAL | 1.63 | 1.24 | 1.63 | 1.18 | 1.50 | 1.37 | 1.63 | 1.63 | 2.16 | 2.16 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | UNKNOWN |
| NUMBER | 34 | 35 | 40 | 50 | 56 | 59 | 72 | 100 | 256 | 291 |
| %RESP | 2.74 | 2.82 | 3.23 | 4.03 | 4.52 | 4.76 | 5.81 | 8.06 | 20.65 | .00 |
| %TOTAL | 2.22 | 2.29 | 2.61 | 3.27 | 3.86 | 3.80 | 4.70 | 6.53 | 16.72 | 19.01 |

C-147

DISTRIBUTION, FIELD 375

TRAFFIC VOLUME BASE RATE SUMMARY - ACTION
MAKING RIGHT TURN

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|---------------------|-------|------|------|------|------|------|-----|---------|-----|
| NUMBER | 763 | 180 | 118 | 61 | 42 | 29 | 14 | 11 | 3 | 3 |
| %RESP | 61.48 | 14.58 | 9.51 | 4.92 | 3.38 | 2.34 | 1.13 | .89 | .24 | .24 |
| %TOTAL | 49.84 | 11.76 | 7.71 | 3.98 | 2.74 | 1.89 | .91 | .72 | .20 | .20 |
| | 10 | 11 | 13 | 14 | 15 | 17 | 20 | 28 | UNKNOWN | |
| NUMBER | 3 | 4 | 4 | 2 | 1 | 1 | 1 | 1 | 290 | |
| %RESP | .24 | .32 | .32 | .16 | .08 | .08 | .08 | .08 | .00 | |
| %TOTAL | .20 | .26 | .26 | .13 | .07 | .07 | .07 | .07 | 18.94 | |

DISTRIBUTION, FIELD 376

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
MAKING LEFT TURN

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------|------------------------|-------|------|------|------|------|------|-----|-----|---------|
| NUMBER | 750 | 192 | 98 | 77 | 51 | 20 | 17 | 8 | 5 | 7 |
| XRESP | 60.44 | 15.47 | 7.90 | 6.20 | 4.11 | 1.61 | 1.37 | .64 | .40 | .56 |
| XTOTAL | 48.99 | 12.54 | 6.40 | 5.03 | 3.33 | 1.31 | 1.11 | .52 | .33 | .40 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 18 | 26 | UNKNOWN |
| NUMBER | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 290 |
| XRESP | .24 | .24 | .16 | .16 | .16 | .08 | .08 | .08 | .08 | .00 |
| XTOTAL | .20 | .20 | .13 | .13 | .13 | .07 | .07 | .07 | .07 | 18.94 |

DISTRIBUTION, FIELD 377

TRAFFIC VOLUME BASERATE SUMMARY - ACTION
MAKING U TURN

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | UNKNOWN |
|--------|------------------------|------|-----|-----|-----|---------|
| NUMBER | 1201 | 33 | 6 | 1 | 1 | 289 |
| XRESP | 96.70 | 2.66 | .48 | .08 | .08 | .00 |
| XTOTAL | 78.45 | 2.16 | .39 | .07 | .07 | 18.88 |

DISTRIBUTION, FIELD 378

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
SLOWING OR STOPPING

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 7 | 8 | 9 | 10 |
|--------|------------------------|------|------|------|-----|---------|-----|-----|-----|-----|
| NUMBER | 1050 | 106 | 32 | 22 | 5 | 7 | 1 | 5 | 2 | 2 |
| XRESP | 84.68 | 8.55 | 2.58 | 1.77 | .40 | .56 | .08 | .40 | .16 | .16 |
| XTOTAL | 68.58 | 6.92 | 2.09 | 1.44 | .33 | .46 | .07 | .33 | .13 | .13 |
| | 11 | 13 | 14 | 15 | 28 | UNKNOWN | | | | |
| NUMBER | 1 | 1 | 2 | 2 | 2 | 291 | | | | |
| XRESP | .08 | .08 | .16 | .16 | .16 | .00 | | | | |
| XTOTAL | .07 | .07 | .13 | .13 | .13 | 19.01 | | | | |

C-148

DISTRIBUTION, FIELD 379

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
STARTING IN ROADWAY

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | UNKNOWN |
|--------|------------------------|------|------|-----|-----|-----|-----|-----|---------|
| NUMBER | 1169 | 46 | 14 | 6 | 3 | 1 | 1 | 2 | 289 |
| %RESP | 94.12 | 3.70 | 1.13 | .48 | .24 | .08 | .08 | .16 | .00 |
| %TOTAL | 76.36 | 3.00 | .91 | .39 | .20 | .17 | .07 | .13 | 18.88 |

DISTRIBUTION, FIELD 380

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
STARTING FROM PARKED POSITION

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 6 | UNKNOWN |
|--------|------------------------|------|------|-----|-----|-----|---------|
| NUMBER | 1110 | 90 | 27 | 9 | 4 | 1 | 290 |
| %RESP | 89.44 | 7.25 | 2.18 | .73 | .32 | .08 | .00 |
| %TOTAL | 72.50 | 5.88 | 1.76 | .59 | .26 | .07 | 18.94 |

C-149

DISTRIBUTION, FIELD 381

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
STOPPED IN TRAVELED LANE

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | 4 | 5 | 6 | 9 | UNKNOWN |
|--------|------------------------|------|-----|-----|-----|-----|-----|-----|---------|
| NUMBER | 1194 | 34 | 4 | 4 | 3 | 1 | 1 | 1 | 289 |
| %RESP | 96.14 | 2.74 | .32 | .32 | .24 | .08 | .08 | .08 | .00 |
| %TOTAL | 77.99 | 2.22 | .26 | .26 | .20 | .17 | .07 | .07 | 18.88 |

DISTRIBUTION, FIELD 382

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
PARKED

| | ANSWR NOT AVAILABLE | 1 | 2 | 4 | 6 | UNKNOWN |
|--------|------------------------|------|-----|-----|-----|---------|
| NUMBER | 1222 | 15 | 3 | 1 | 1 | 289 |
| XRESP | 98.39 | 1.21 | .24 | .08 | .08 | .00 |
| XTOTAL | 79.82 | .98 | .20 | .07 | .07 | 18.88 |

DISTRIBUTION, FIELD 383

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
BACKING

| | ANSWR NOT AVAILABLE | 1 | 2 | 3 | UNKNOWN |
|--------|------------------------|------|-----|-----|---------|
| NUMBER | 1213 | 21 | 5 | 2 | 290 |
| XRESP | 97.74 | 1.69 | .40 | .16 | .00 |
| XTOTAL | 79.23 | 1.37 | .33 | .13 | 18.94 |

0-150

DISTRIBUTION, FIELD 384

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
PASSING

| | ANSWR NOT AVAILABLE | 1 | 3 | 4 | 7 | UNKNOWN |
|--------|------------------------|------|-----|-----|-----|---------|
| NUMBER | 1224 | 14 | 2 | 1 | 1 | 289 |
| XRESP | 98.55 | 1.13 | .16 | .08 | .08 | .00 |
| XTOTAL | 79.95 | .91 | .13 | .07 | .07 | 18.88 |

DISTRIBUTION, FIELD 385

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
CHANGING LANES OR MERGING

| | ANSHR NOT AVAILABLE | 1 | 2 | 3 | 5 | 8 | 16 | 20 | 23 | UNKNOWN |
|--------|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|---------|
| NUMBER | 1217 | 10 | 5 | 3 | 3 | 1 | 1 | 1 | 1 | 289 |
| %RESP | 97.99 | .81 | .40 | .24 | .24 | .08 | .08 | .08 | .08 | .00 |
| %TOTAL | 79.49 | .65 | .33 | .20 | .20 | .07 | .07 | .07 | .07 | 18.88 |

DISTRIBUTION, FIELD 386

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
OUT OF CONTROL

| | ANSHR NOT AVAILABLE | UNKNOWN |
|--------|------------------------|---------|
| NUMBER | 1242 | 289 |
| %RESP | 100.00 | 0.00 |
| %TOTAL | 81.12 | 18.88 |

C-151

DISTRIBUTION, FIELD 387

TRAFFIC VOLUME BASERATE SJMMARY - ACTION
OTHER

| | ANSHR NOT AVAILABLE | 1 | 2 | 4 | 7 | 13 | UNKNOWN |
|--------|------------------------|------|-----|-----|-----|-----|---------|
| NUMBER | 1221 | 16 | 3 | 1 | 1 | 1 | 288 |
| %RESP | 98.23 | 1.29 | .24 | .08 | .08 | .08 | .00 |
| %TOTAL | 79.75 | 1.05 | .20 | .07 | .07 | .07 | 18.81 |

DISTRIBUTION, FIELD 388

ESTIMATED PEDESTRIAN VOLUME

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | UNKNOWN |
|--------|-------|-------|-------|------|------|------|------|-----|-----|---------|
| NUMBER | 430 | 99 | 81 | 58 | 39 | 20 | 17 | 2 | 3 | 782 |
| XRESP | 57.41 | 13.22 | 10.81 | 7.74 | 5.21 | 2.67 | 2.27 | .27 | .40 | .00 |
| XTOTAL | 28.09 | 6.47 | 5.29 | 3.79 | 2.55 | 1.31 | 1.11 | .13 | .20 | 51.08 |

DISTRIBUTION, FIELD 389

ESTIMATED TRAFFIC VOLUME

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | UNKNOWN |
|--------|------|------|-------|-------|-------|-------|-------|------|------|---------|
| NUMBER | 69 | 70 | 101 | 117 | 187 | 93 | 82 | 53 | 61 | 778 |
| XRESP | 9.16 | 9.30 | 13.41 | 15.54 | 14.21 | 12.35 | 10.89 | 7.04 | 8.10 | .00 |
| XTOTAL | 4.51 | 4.57 | 6.60 | 7.64 | 6.99 | 6.07 | 5.36 | 3.46 | 3.98 | 50.82 |

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DISTRIBUTION, FIELD 390

PEDESTRIAN COURSE (RISK-TAKING) FAILURES
CAUSAL FACTORS

| | HI XPOSUR TO VEHICL | POOR TARG SLOW SPD | POOR TARG SHRT XPOS | POOR TARG UN PLACE | POOR TARG RUNNING | POOR TARG XING AGST | WALK WITH TRAFFIC | OTHER FAILURES | UNKNOWN |
|--------|------------------------|-----------------------|------------------------|-----------------------|----------------------|------------------------|----------------------|-------------------|---------|
| NUMBER | 217 | 20 | 290 | 80 | 294 | 8 | 84 | 84 | 454 |
| XRESP | 20.15 | 1.86 | 26.93 | 7.43 | 27.30 | .74 | 7.80 | 7.80 | .00 |
| XTOTAL | 14.17 | 1.31 | 18.94 | 5.23 | 13.20 | .52 | 5.49 | 5.49 | 29.65 |

DISTRIBUTION, FIELD 391

PEDESTRIAN COURSE (RISK-TAKING) FAILURES
RELATED FACTORS

| | HI XPOSUR TO VEHICL | POOR TARG SLOW SPD | POOR TARG SHRT XPOS | POOR TARG UN PLAC | POOR TARG RUNNING | POOR TARG XING AGST | WALK WITH TRAFFIC | OTHER FAILURES | UNKNOWN |
|--------|------------------------|-----------------------|------------------------|----------------------|----------------------|------------------------|----------------------|-------------------|---------|
| NUMBER | 164 | 28 | 178 | 110 | 279 | 1 | 44 | 21 | 706 |
| %RESP | 19.88 | 3.39 | 21.58 | 13.33 | 33.82 | .12 | 5.33 | 2.55 | .03 |
| %TOTAL | 10.71 | 1.83 | 11.63 | 7.18 | 13.22 | .37 | 2.87 | 1.37 | 46.11 |

DISTRIBUTION, FIELD 392

PEDESTRIAN SEARCH FAILURES - CAUSAL FACTORS

| | PED SERCH DETECTION | OVERLOAD | DISTRACT | DISTRACT TRAF LITE | DISTR 1ST HALF XING | DISTR 2ND HALF XING | DISTRACT HOSTILE | DISTRACT PLAY ACT | DISTRACT OTHR PED | INADEQUAT SEARCH |
|--------|------------------------|----------|----------|-----------------------|------------------------|------------------------|---------------------|----------------------|----------------------|---------------------|
| NUMBER | 268 | 12 | 17 | 4 | 31 | 16 | 19 | 107 | 88 | 76 |
| %RESP | 30.52 | 1.37 | 1.94 | .46 | 3.53 | 1.82 | 2.15 | 12.19 | 10.32 | 8.66 |
| %TOTAL | 17.50 | .78 | 1.11 | .26 | 2.02 | 1.05 | 1.24 | 6.99 | 5.75 | 4.96 |

| | IN ATTENTION | OTHER | UNKNOWN |
|--------|-----------------|-------|---------|
| NUMBER | 170 | 70 | 653 |
| %RESP | 19.36 | 7.97 | .00 |
| %TOTAL | 11.10 | 4.57 | 42.65 |

C-153

DISTRIBUTION, FIELD 393

PEDESTRIAN SEARCH FAILURES - RELATED FACTORS

| | PED SERCH DETECTION | OVERLOAD | DISTRACT | DISTRACT TRAF LITE | DISTR 1ST HALF XING | DISTR 2ND HALF XING | DISTRACT HOSTILE | DISTRACT PLAY ACT | DISTRACT OTHR PED | INAD=QUAT SEARCH |
|--------|------------------------|----------|----------|-----------------------|------------------------|------------------------|---------------------|----------------------|----------------------|---------------------|
| NUMBER | 23 | 8 | 13 | 3 | 14 | 13 | 10 | 80 | 125 | 24 |
| %RESP | 5.50 | 1.91 | 3.11 | .72 | 3.35 | 3.11 | 2.39 | 19.14 | 29.90 | 5.74 |
| %TOTAL | 1.50 | .52 | .85 | .20 | .91 | .85 | .65 | 5.23 | 8.16 | 1.57 |

| | IN ATTENTION | OTHER | UNKNOWN |
|--------|-----------------|-------|---------|
| NUMBER | 74 | 31 | 1113 |
| %RESP | 17.70 | 7.42 | .00 |
| %TOTAL | 4.83 | 2.02 | 72.70 |

DISTRIBUTION, FIELD 394

PEDESTRIAN DETECTION (PERCEPTUAL INTERFERENCE)
CAUSAL FACTORS

| | NOT EX- PLAINABLE | PARKED CAR | MOVING TRAFFIC | STANDING TRAFFIC | STOPPED BUS | POOR LIGHTING | SUN | BILD-POST STRT FURN | TREE-WEED BRUSH | OTHER |
|---------|----------------------|---------------|-------------------|---------------------|----------------|------------------|-----|------------------------|--------------------|-------|
| NUMBER | 17 | 66 | 43 | 31 | 12 | 9 | 1 | 2 | 18 | 21 |
| XRESP | 7.73 | 30.00 | 19.55 | 14.09 | 5.45 | 4.09 | .45 | .91 | 8.18 | 9.55 |
| XTOTAL | 1.11 | 4.31 | 2.81 | 2.02 | .78 | .59 | .07 | .13 | 1.18 | 1.37 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 1311 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 85.63 | | | | | | | | | |

DISTRIBUTION, FIELD 395

PEDESTRIAN DETECTION (PERCEPTUAL INTERFERENCE)
RELATED FACTORS

| | NOT EX- PLAINABLE | PARKED CAR | MOVING TRAFFIC | STANDING TRAFFIC | STOPPED BUS | POOR LIGHTING | SUN | BILD-POST STRT FURN | TREE-WEED BRUSH | OTHER |
|---------|----------------------|---------------|-------------------|---------------------|----------------|------------------|------|------------------------|--------------------|-------|
| NUMBER | 4 | 48 | 29 | 30 | 9 | 21 | 3 | 3 | 12 | 18 |
| XRESP | 2.26 | 27.12 | 16.38 | 16.95 | 5.08 | 11.86 | 1.69 | 1.69 | 6.78 | 10.17 |
| XTOTAL | .26 | 3.14 | 1.89 | 1.96 | .59 | 1.37 | .20 | .20 | .78 | 1.18 |
| UNKNOWN | | | | | | | | | | |
| NUMBER | 1354 | | | | | | | | | |
| XRESP | .00 | | | | | | | | | |
| XTOTAL | 88.44 | | | | | | | | | |

DISTRIBUTION, FIELD 396

PEDESTRIAN EVALUATION FAILURES - CAUSAL FACTORS

| | MISPERCEV DRV INTENT | POOR PRED PED PATH | ALCOHOL DRUG IMPR | OTHER | UNKNOWN |
|--------|-------------------------|-----------------------|----------------------|-------|---------|
| NUMBER | 98 | 120 | 127 | 29 | 1157 |
| XRESP | 26.20 | 32.89 | 33.96 | 7.75 | .00 |
| XTOTAL | 6.40 | 7.84 | 5.30 | 1.59 | 75.57 |

C-154

DISTRIBUTION, FIELD 397

PEDESTRIAN EVALUATION FAILURES - RELATED FACTORS

| | MISPERCEV DRV NTENT | POOR PRED PED PATH | ALCOHOL DRUG IMPR | OTHER | UNKNOWN |
|--------|------------------------|-----------------------|----------------------|-------|---------|
| NUMBER | 37 | 84 | 51 | 13 | 1346 |
| %RESP | 20.00 | 45.41 | 27.57 | 7.03 | .00 |
| %TOTAL | 2.42 | 5.49 | 3.33 | .95 | 87.92 |

DISTRIBUTION, FIELD 398

PEDESTRIAN AVOIDANCE ACTION FAILURES
CAUSAL FACTORS

| | IMPROPER DECISION | ENVIRNMTL LIMITS | HUMAN FACT LMT | MATCH EVASV ACT | OTHER | UNKNOWN |
|--------|----------------------|---------------------|-------------------|--------------------|-------|---------|
| NUMBER | 82 | 13 | 50 | 29 | 8 | 1349 |
| %RESP | 45.05 | 7.14 | 27.47 | 15.93 | 4.40 | .00 |
| %TOTAL | 5.36 | .85 | 3.27 | 1.89 | .52 | 88.11 |

C-155

DISTRIBUTION, FIELD 399

PEDESTRIAN AVOIDANCE ACTION FAILURES
RELATED FACTORS

| | IMPROPER DECISION | ENVIRNMTL LIMITS | HUMAN FACT LMT | MATCH EVASV ACT | OTHER | UNKNOWN |
|--------|----------------------|---------------------|-------------------|--------------------|-------|---------|
| NUMBER | 25 | 9 | 39 | 31 | 5 | 1422 |
| %RESP | 22.94 | 8.26 | 35.78 | 28.44 | 4.59 | .00 |
| %TOTAL | 1.63 | .59 | 2.55 | 2.02 | .33 | 92.88 |

DISTRIBUTION, FIELD 400

DRIVER COURSE (RISK-TAKING) FAILURES
CAUSAL FACTORS

| | AVOID RES SPEEDING | AVOID RES WEATHER | UNEX COUR RUN LITE | UNEX COUR RUN S-SGV | UNEX COUR WRONG SDE | PRIOR NO CONTRL | OTHER | UNKNOWN |
|--------|-----------------------|----------------------|-----------------------|------------------------|------------------------|--------------------|-------|---------|
| NUMBER | 105 | 20 | 7 | 5 | 25 | 68 | 109 | 1192 |
| %RESP | 30.97 | 5.90 | 2.06 | 1.47 | 7.37 | 20.06 | 32.15 | .00 |
| %TOTAL | 6.86 | 1.31 | .46 | .33 | 1.63 | 4.44 | 7.12 | 77.86 |

DISTRIBUTION, FIELD 401

DRIVER COURSE (RISK-TAKING) FAILURES
RELATED FACTORS

| | AVOID RES SPEEDING | AVOID RES WEATHER | UNEX COUR BEAT LITE | UNEX COUR RUN LITE | UNEX COUR WRONG SDE | PRIOR NO CONTRL | OTHER | UNKNOWN |
|--------|-----------------------|----------------------|------------------------|-----------------------|------------------------|--------------------|-------|---------|
| NUMBER | 98 | 26 | 1 | 1 | 13 | 12 | 22 | 1358 |
| %RESP | 56.65 | 15.03 | .58 | .58 | 7.51 | 6.94 | 12.72 | .00 |
| %TOTAL | 6.40 | 1.70 | .07 | .37 | .85 | .78 | 1.44 | 88.70 |

C-156

DISTRIBUTION, FIELD 402

DRIVER SEARCH FAILURES - CAUSAL FACTORS

| | OVERLOAD MANY ACT | DISTRACT TRAF MNVR | DISTRACT OTHER PED | PASSENGER IN CAR | ADJUSTING CAR, LOAD | DISTRACT OTHER | IN ATTENTION | NOT LOOK CAREFULLY | OTHER | UNKNOWN |
|--------|----------------------|-----------------------|-----------------------|---------------------|------------------------|-------------------|-----------------|-----------------------|-------|---------|
| NUMBER | 19 | 94 | 51 | 14 | 3 | 32 | 97 | 138 | 6 | 1077 |
| %RESP | 4.19 | 20.70 | 11.23 | 3.08 | .66 | 7.05 | 21.37 | 30.46 | 1.32 | .00 |
| %TOTAL | 1.24 | 6.14 | 3.33 | .91 | .20 | 2.09 | 6.34 | 9.01 | .39 | 70.35 |

DISTRIBUTION, FIELD 403

DRIVER SEARCH FAILURES - RELATED FACTORS

| | OVERLOAD MANY ACT | DISTRACT TRAF MNVR | DISTRACT OTHER PED | PASSENGER IN CAR | ADJUSTING CAR, LOAD | DISTRACT OTHER | IN ATTENTION | NOT LOOK CAREFULLY | OTHER | UNKNOWN |
|--------|----------------------|-----------------------|-----------------------|---------------------|------------------------|-------------------|-----------------|-----------------------|-------|---------|
| NUMBER | 15 | 47 | 36 | 24 | 4 | 15 | 33 | 95 | 4 | 1258 |
| %RESP | 5.49 | 17.22 | 13.19 | 8.79 | 1.47 | 5.49 | 12.09 | 34.80 | 1.47 | .30 |
| %TOTAL | .98 | 3.07 | 2.35 | 1.57 | .26 | .98 | 2.15 | 6.21 | .26 | 82.17 |

DISTRIBUTION, FIELD 404

DRIVER DETECTION (PERCEPTUAL INTERFERENCE)
CAUSAL FACTORS

| | NOT EX- PLAINABLE | PARKED CARS | MOVING TRAFFIC | STANDING TRAFFIC | STOPPED BUS | POOR RSD LIGHTING | POOR VEH LIGHTING | SUN BLINDING | HEADLIGHT BLINDING | BILD-POST STRT FURN |
|--------|----------------------|----------------|-------------------|---------------------|----------------|----------------------|----------------------|-----------------|-----------------------|------------------------|
| NUMBER | 45 | 104 | 72 | 53 | 19 | 63 | 5 | 15 | 25 | 1 |
| %RESP | 9.02 | 20.84 | 14.43 | 10.62 | 3.81 | 12.63 | 1.00 | 3.01 | 5.01 | .20 |
| %TOTAL | 2.94 | 6.79 | 4.70 | 3.46 | 1.24 | 4.11 | .33 | .98 | 1.63 | .07 |

| | WINDSHIELD DIRT/OBSC | TREE-NEED BRUSH | WEATHER CONDITION | OTHER | UNKNOWN |
|--------|-------------------------|--------------------|----------------------|-------|---------|
| NUMBER | 5 | 35 | 23 | 34 | 1032 |
| %RESP | 1.00 | 7.01 | 4.61 | 6.81 | .30 |
| %TOTAL | .33 | 2.29 | 1.50 | 2.22 | 67.41 |

C-157

DISTRIBUTION, FIELD 405

DRIVER DETECTION (PERCEPTUAL INTERFERENCE)
RELATED FACTORS

| | NOT EX- PLAINABLE | PARKED CARS | MOVING TRAFFIC | STANDING TRAFFIC | STOPPED BUS | POOR RSD LIGHTING | POOR VEH LIGHTING | SUN BLINDING | HEADLIGHT BLINDING | BILD-POST STRT FURN |
|--------|----------------------|----------------|-------------------|---------------------|----------------|----------------------|----------------------|-----------------|-----------------------|------------------------|
| NUMBER | 16 | 45 | 44 | 18 | 2 | 85 | 4 | 8 | 17 | 5 |
| %RESP | 5.02 | 14.11 | 13.79 | 5.64 | .63 | 26.65 | 1.25 | 2.51 | 5.33 | 1.57 |
| %TOTAL | 1.05 | 2.94 | 2.87 | 1.18 | .13 | 5.55 | .26 | .52 | 1.11 | .33 |

| | WINDSHIELD DIRT/OBSC | TREE-NEED BRUSH | WEATHER CONDITION | OTHER | UNKNOWN |
|--------|-------------------------|--------------------|----------------------|-------|---------|
| NUMBER | 4 | 26 | 18 | 27 | 1212 |
| %RESP | 1.25 | 8.15 | 5.64 | 8.46 | .00 |
| %TOTAL | .26 | 1.70 | 1.18 | 1.76 | 79.16 |

DISTRIBUTION, FIELD 406

DRIVER EVALUATION FAILURES - CAUSAL FACTORS

| | MISPERCEV PED NTENT | POOR PED PED PATH | ALCOHOL DRUG IMPR | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|-------|---------|
| NUMBER | 184 | 98 | 70 | 8 | 1171 |
| %RESP | 51.11 | 27.22 | 19.44 | 2.22 | .00 |
| %TOTAL | 12.02 | 6.40 | 4.57 | .52 | 76.49 |

DISTRIBUTION, FIELD 407

DRIVER EVALUATION FAILURES - RELATED FACTORS

| | MISPERCEV PED NTENT | POOR PED PED PATH | ALCOHOL DRUG IMPR | OTHER | UNKNOWN |
|--------|------------------------|----------------------|----------------------|-------|---------|
| NUMBER | 57 | 59 | 32 | 8 | 1375 |
| %RESP | 36.54 | 37.82 | 20.51 | 5.13 | .00 |
| %TOTAL | 3.72 | 3.85 | 2.09 | .52 | 89.81 |

C-158

DISTRIBUTION, FIELD 408

DRIVER AVOIDANCE ACTION FAILURES - CAUSAL FACTORS

| | IMPROPER DECISION | ENVIRNMTL LIMITS | LOST CNTR AFTER ACT | HATCH EVASV ACT | VEHICULAR LIMITS | OTHER | UNKNOWN |
|--------|----------------------|---------------------|------------------------|--------------------|---------------------|-------|---------|
| NUMBER | 51 | 54 | 22 | 43 | 14 | 16 | 1331 |
| %RESP | 25.50 | 27.00 | 11.00 | 21.50 | 7.00 | 8.00 | .00 |
| %TOTAL | 3.33 | 3.53 | 1.44 | 2.81 | .91 | 1.05 | 86.94 |

DISTRIBUTION, FIELD 409

DRIVER AVOIDANCE ACTION FAILURES - RELATED FACTORS.

| | IMPROPER DECISION | ENVIRNMTL LIMITS | LOST CNTR AFTER ACT | MATCH EVASV ACT | VEHICULAR LIMITS | OTHER | UNKNOWN |
|--------|----------------------|---------------------|------------------------|--------------------|---------------------|-------|---------|
| NUMBER | 24 | 33 | 16 | 24 | 10 | 12 | 1412 |
| %RESP | 20.17 | 27.73 | 13.45 | 20.17 | 8.40 | 10.08 | .00 |
| %TOTAL | 1.57 | 2.16 | 1.05 | 1.57 | .55 | .78 | 92.23 |

DISTRIBUTION, FIELD 410

ACCIDENT TYPE

| | DART-OUT 1ST HALF | DART-OUT 2ND HALF | MIDBLOCK DASH | INTERSECT DASH | TURN/MERG ATTN CONF | TURNING VEHICLE | TRAPPED | MULTIPLE THREAT | BACKING UP | PED NOT IN RDWY |
|--------|----------------------|----------------------|---------------------|-------------------|------------------------|------------------------|--------------------|----------------------|--------------------|------------------------|
| NUMBER | 167 | 157 | 153 | 152 | 20 | 29 | 3 | 26 | 27 | 22 |
| %RESP | 10.91 | 10.25 | 9.99 | 9.93 | 1.31 | 1.89 | .20 | 1.70 | 1.76 | 1.44 |
| | WALK ALNG ROADWAY | HITCH HIKING | BUS STOP RELATED | VENDOR TRUCK | DISABLED VEH RELAT | FROM AUTO AUTO CRSH | WORK ON ROADWAY | SCHOL BUS RELATED | MAILBOX RELATED | EMERGENCY VEH RELAT |
| NUMBER | 177 | 23 | 2 | 21 | 96 | 14 | 25 | 46 | 21 | 9 |
| %RESP | 11.56 | 1.50 | .13 | 1.37 | 5.62 | .91 | 1.70 | 3.00 | 1.37 | .59 |
| | VEH OUT OF CONTRL | TO-FROM DISBL VEH | OTHER | WEIRD | LIMITED INFO | | | | | |
| NUMBER | 58 | 11 | 144 | 113 | 24 | | | | | |
| %RESP | 3.79 | .72 | 9.41 | 7.38 | 1.57 | | | | | |

C-159

DISTRIBUTION, FIELD 411

MOST EFFECTIVE POTENTIAL COUNTERMEASURES

| | PED EDUCATION | PED CLOTH REFLECTED | OTHER | DRIVER EDUCATION | DANGER FATIGUED | OTHER | IMPROVE SAFETY | IMPROVE HEADLIGHT | IMP BRAKE CAPABILTY | IMP HANDL CAPABILTY |
|--------|---------------------|------------------------|------------------------|------------------------|-----------------------|--------------------|--------------------|----------------------|------------------------|------------------------|
| NUMBER | 502 | 17 | 84 | 121 | 11 | 27 | 9 | 11 | 4 | 1 |
| %RESP | 37.38 | 1.27 | 6.25 | 9.01 | .82 | 2.01 | .67 | .82 | .30 | .07 |
| %TOTAL | 32.79 | 1.11 | 5.49 | 7.90 | .72 | 1.76 | .59 | .72 | .26 | .07 |
| | IMPROVE FLASHERS | OTHER | ENFORCE V REGULATIN | ENFORCE P REGULATIN | CONT DRNK DRIVERS | CONT DRNK PEDS | CHG SPEED LIMIT | OTHER | PROVIDE SIGNS | PROVIDE SIGNALS |
| NUMBER | 9 | 24 | 32 | 18 | 44 | 51 | 24 | 16 | 50 | 36 |
| %RESP | .67 | 1.79 | 2.38 | 1.34 | 3.28 | 3.80 | 1.79 | 1.19 | 3.72 | 2.68 |
| %TOTAL | .59 | 1.57 | 2.09 | 1.18 | 2.87 | 3.33 | 1.57 | 1.05 | 3.27 | 2.35 |
| | IMP EXIST SIGNS | IMP EXIST SIGNALS | PROVIDE CROSSWALK | PROVIDE SIDEWALK | PEDESTRIAN BARRIER | STREET LIGHTING | OTHER | EDGE MARKING | MOVE MAIL PAPER BOX | PARK REDP RESTRICT |
| NUMBER | 3 | 5 | 24 | 52 | 22 | 49 | 43 | 2 | 8 | 7 |
| %RESP | .22 | .37 | 1.79 | 3.87 | 1.64 | 3.65 | 3.20 | .15 | .60 | .52 |
| %TOTAL | .20 | .33 | 1.57 | 3.40 | 1.44 | 3.20 | 2.81 | .13 | .52 | .46 |
| | IMPROVE BUS STOP | OTHER | UNKNOWN | | | | | | | |
| NUMBER | 7 | 30 | 188 | | | | | | | |
| %RESP | .52 | 2.23 | .00 | | | | | | | |
| %TOTAL | .46 | 1.96 | 12.28 | | | | | | | |

C-160

DISTRIBUTION, FIELD 412

INTERMEDIATE EFFECTIVE POTENTIAL COUNTERMEASURES

| | PED EDUCATION | PED CLOTH REFLECTED | OTHER | DRIVER EDUCATION | ANGER FATIGUED | OTHER | IMPROVE SAFETY | IMPROVE HEADLIGHT | IMP BRAKE CAPABILITY | IMPROVE FLASHERS |
|--------|----------------------|------------------------|------------------------|----------------------|--------------------|--------------------|-------------------|------------------------|-------------------------|---------------------|
| NUMBER | 173 | 46 | 31 | 183 | 2 | 26 | 3 | 11 | 4 | 13 |
| XRESP | 16.93 | 4.50 | 3.03 | 17.91 | .20 | 2.54 | .29 | 1.08 | .39 | 1.27 |
| XTOTAL | 11.30 | 3.00 | 2.02 | 11.95 | .13 | 1.70 | .20 | .72 | .26 | .85 |
| | OTHER | ENFORCE V REGULATIN | ENFORCE P REGULATIN | CONT DRNK DRIVERS | CONT DRNK PEDS | CHG SPEED LIMIT | OTHER | PROVIDE SIGNS | PROVIDE SIGNALS | IMP EXIST SIGNS |
| NUMBER | 14 | 51 | 35 | 16 | 36 | 48 | 16 | 56 | 21 | 6 |
| XRESP | 1.37 | 4.99 | 3.42 | 1.57 | 3.52 | 4.70 | 1.57 | 5.48 | 2.05 | .59 |
| XTOTAL | .91 | 3.33 | 2.29 | 1.05 | 2.35 | 3.14 | 1.05 | 3.66 | 1.37 | .39 |
| | IMP EXIST SIGNALS | PROVIDE CROSSWALK | PROVIDE SIDEWALK | PEOSTRAN BARRIER | STREET LIGHTING | OTHER | EDGE MARKING | MOVE MAIL PAPER BOX | PARK REOP RESTRICT | IMPROVE BUS STOP |
| NUMBER | 2 | 57 | 32 | 18 | 39 | 41 | 6 | 5 | 7 | 5 |
| XRESP | .20 | 5.58 | 3.13 | 1.76 | 3.82 | 4.01 | .59 | .49 | .68 | .49 |
| XTOTAL | .13 | 3.72 | 2.09 | 1.18 | 2.55 | 2.68 | .39 | .33 | .46 | .33 |
| | OTHER | UNKNOWN | | | | | | | | |
| NUMBER | 19 | 509 | | | | | | | | |
| XRESP | 1.86 | .00 | | | | | | | | |
| XTOTAL | 1.24 | 33.25 | | | | | | | | |

C-161

DISTRIBUTION, FIELD 413

LEAST EFFECTIVE POTENTIAL COUNTERMEASURES

| | PED EDUCATION | PED CLOTH REFLECTED | OTHER | DRIVER EDUCATION | DANGER FATIGUED | OTHER | IMPROVE SAFETY | IMPROVE HEADLIGHT | IMP BRAKE CAPABILITY | IMP HANDL CAPABILITY |
|--------|---------------------|------------------------|------------------------|------------------------|-----------------------|--------------------|--------------------|----------------------|-------------------------|-------------------------|
| NUMBER | 107 | 30 | 9 | 57 | 2 | 8 | 1 | 5 | 4 | 1 |
| %RESP | 19.24 | 5.40 | 1.62 | 10.25 | .36 | 1.44 | .18 | .90 | .72 | .18 |
| %TOTAL | 6.99 | 1.96 | .59 | 3.72 | .13 | .52 | .07 | .33 | .26 | .07 |
| | IMPROVE FLASHERS | OTHER | ENFORCE V REGULATIN | ENFORCE P REGULATIN | CONT DRNK DRIVERS | CONT DRNK PEDS | CHG SPEED LIMIT | OTHER | PROVIDE SIGNS | PROVIDE SIGNS |
| NUMBER | 4 | 11 | 35 | 9 | 8 | 18 | 23 | 9 | 37 | 5 |
| %RESP | .72 | 1.98 | 6.29 | 1.62 | 1.44 | 3.24 | 4.14 | 1.62 | 6.65 | .90 |
| %TOTAL | .26 | .72 | 2.29 | .59 | .52 | 1.18 | 1.50 | .59 | 2.42 | .33 |
| | IMP EXIST SIGNS | IMP EXIST SIGNALS | PROVIDE CROSSWALK | PROVIDE SIDEWALK | PEDESTRIAN BARRIER | STREET LIGHTING | OTHER | EDGE MARKING | MOVE MAIL PAPER BOX | PARK REOP RESTRICT |
| NUMBER | 2 | 5 | 28 | 29 | 7 | 24 | 35 | 5 | 8 | 5 |
| %RESP | .36 | .90 | 5.04 | 5.22 | 1.26 | 4.32 | 6.29 | .90 | 1.44 | .90 |
| %TOTAL | .13 | .33 | 1.83 | 1.89 | .46 | 1.57 | 2.29 | .33 | .52 | .33 |
| | IMPROVE BUS STOP | OTHER | UNKNOWN | | | | | | | |
| NUMBER | 2 | 23 | 975 | | | | | | | |
| %RESP | .36 | 4.14 | .00 | | | | | | | |
| %TOTAL | .13 | 1.50 | 63.68 | | | | | | | |

C-162

DISTRIBUTION, FIELD 203

DRIVER CAUSAL FACTORS
ACCORDING TO WITNESS TWO

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT | PERSONAL LIMITS |
|--------|------------------------|-----------------------|----------------------|-------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|--------------------|
| NUMBER | 180 | 6 | 15 | 5 | 13 | 7 | 2 | 1 | 1 | 1 |
| XRESP | 70.31 | 2.34 | 5.86 | 1.95 | 5.08 | 2.73 | 1.78 | .39 | .39 | .39 |
| XTOTAL | 11.76 | .39 | .98 | .33 | .85 | .46 | .13 | .07 | .07 | .07 |
| | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | UNKNOWN | | | | | |
| NUMBER | 10 | 7 | 6 | 2 | 1275 | | | | | |
| XRESP | 3.91 | 2.73 | 2.34 | .78 | 0.00 | | | | | |
| XTOTAL | .65 | .46 | .39 | .13 | 83.28 | | | | | |

DISTRIBUTION, FIELD 204

DRIVER PRIMARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT | POOR PATH PREDICT |
|--------|---------------------|-----------------------|----------------------|----------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|----------------------|
| NUMBER | 4 | 4 | 2 | 5 | 10 | 11 | 3 | 6 | 14 | 15 |
| XRESP | 3.15 | 3.15 | 1.57 | 3.94 | 7.87 | 8.66 | 2.36 | 4.72 | 11.02 | 11.81 |
| | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | | | | | | |
| NUMBER | 3 | 2 | 34 | 14 | | | | | | |
| XRESP | 2.36 | 1.57 | 26.77 | 11.02 | | | | | | |

DISTRIBUTION, FIELD 204

DRIVER SECONDARY CAUSAL FACTORS
ACCORDING TO FIELD INVESTIGATOR

| | ANSWR NOT AVAILABLE | COURSE RISK TAKE | VEHICLE SPEED | DRIVER ALCOHOL | ILLEGAL ACT | INADEQUATE SEARCH | SERCH NOT AT PED | STIMULUS OVERLOAD | DISTRACT FROM TRAF | MISINTERP P INTENT |
|--------|------------------------|----------------------|--------------------|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|-----------------------|
| NUMBER | 1 | 14 | 41 | 22 | 1 | 59 | 52 | 16 | 19 | 21 |
| XRESP | .29 | 4.03 | 11.82 | 6.34 | .29 | 17.00 | 14.99 | 4.61 | 5.48 | 6.05 |
| | PERSONAL LIMITS | POOR PATH PREDICT | DRIVER IN HURRY | FAIL GIVE P RT WAY | RAN OFF TRAVELWAY | OTHER | | | | |
| NUMBER | 12 | 26 | 16 | 24 | 10 | 13 | | | | |
| XRESP | 3.46 | 7.49 | 4.61 | 6.92 | 2.88 | 3.75 | | | | |

APPENDIX D

**PEDESTRIAN AND DRIVER
PRECIPITATING FACTORS**

PEDESTRIAN AND DRIVER
PRECIPITATING FACTORS

Table

| | |
|------|--|
| D- 3 | All Accident Types - Precipitating Pedestrian Factors |
| D- 4 | All Accident Types - Precipitating Driver Factors |
| D- 5 | Dart-Out First Half - Precipitating Pedestrian Factors |
| D- 6 | Dart-Out First Half - Precipitating Driver Factors |
| D- 7 | Dart-Out Second Half - Precipitating Pedestrian Factors |
| D- 8 | Dart-Out Second Half - Precipitating Driver Factors |
| D- 9 | Midblock Dash - Precipitating Pedestrian Factors |
| D-10 | Midblock Dash - Precipitating Driver Factors |
| D-11 | Intersection Dash - Precipitating Pedestrian Factors |
| D-12 | Intersection Dash - Precipitating Driver Factors |
| D-13 | Vehicle Turn/Merge with Attention Conflict - Precipitating Pedestrian Factors |
| D-14 | Vehicle Turn/Merge with Attention Conflict - Precipitating Driver Factors |
| D-15 | Turning Vehicle - Precipitating Pedestrian Factors |
| D-16 | Turning Vehicle - Precipitating Driver Factors |
| D-17 | Multiple Threat - Precipitating Pedestrian Factors |
| D-18 | Multiple Threat - Precipitating Driver Factors |
| D-19 | Backing Up - Precipitating Pedestrian Factors |
| D-20 | Backing Up - Precipitating Driver Factors |
| D-21 | Ped Not in Roadway - Precipitating Pedestrian Factors |
| D-22 | Ped Not in Roadway - Precipitating Driver Factors |
| D-23 | Walking Along Roadway - Precipitating Pedestrian Factors |
| D-24 | Walking Along Roadway - Precipitating Driver Factors |
| D-25 | Hitchhiking - Precipitating Pedestrian Factors |
| D-26 | Hitchhiking - Precipitating Driver Factors |
| D-27 | Vendor/Ice Cream Truck - Precipitating Pedestrian Factors |
| D-28 | Vendor/Ice Cream Truck - Precipitating Driver Factors |
| D-29 | Disabled Vehicle-Related - Precipitating Pedestrian Factors |
| D-30 | Disabled Vehicle-Related - Precipitating Driver Factors |
| D-31 | Result of Auto-Auto Crash - Precipitating Pedestrian Factors |
| D-32 | Result of Auto-Auto Crash - Precipitating Driver Factors |

PEDESTRIAN AND DRIVER
PRECIPITATING FACTORS
(Continued)

Table

| | |
|------|--|
| D-33 | Working on Roadway - Precipitating Pedestrian Factors |
| D-34 | Working on Roadway - Precipitating Driver Factors |
| D-35 | School Bus-Related - Precipitating Pedestrian Factors |
| D-36 | School Bus-Related - Precipitating Driver Factors |
| D-37 | Mailbox-Related - Precipitating Pedestrian Factors |
| D-38 | Mailbox-Related - Precipitating Driver Factors |
| D-39 | Emergency/Police-Related - Precipitating Pedestrian Factors |
| D-40 | Emergency/Police-Related - Precipitating Driver Factors |
| D-41 | Result of Vehicle Going Out of Control - Precipitating Pedestrian Factors |
| D-42 | Result of Vehicle Going Out of Control - Precipitating Driver Factors |
| D-43 | Walking To or From Disabled Vehicle - Precipitating Pedestrian Factors |
| D-44 | Walking To or From Disabled Vehicle - Precipitating Driver Factors |
| D-45 | Other - Precipitating Pedestrian Factors |
| D-46 | Other - Precipitating Driver Factors |
| D-47 | Weird - Precipitating Pedestrian Factors |
| D-48 | Weird - Precipitating Driver Factors |
| D-49 | Limited Information - Precipitating Pedestrian Factors |
| D-50 | Limited Information - Precipitating Driver Factors |

| ALL ACCIDENT TYPES PRECIPITATING PEDESTRIAN FACTORS | | N = 1531 100% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|------------------|----------------------|------------------------|-----|----------------------|------------------------|------|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 1076 | 70.2 | 100.0 | 824 | 53.8 | 100.0 | 1900 | 100.0 | 100.0 | | |
| | 01 High exposure to vehicles | 220 | 14.4 | 100.0 | 164 | 10.7 | 100.0 | 384 | 100.0 | 100.0 | | |
| | 02 Poor target, slow speed | 20 | 1.3 | 100.0 | 27 | 1.8 | 100.0 | 47 | 100.0 | 100.0 | | |
| | 03 Poor target, short time exposure | 289 | 18.8 | 100.0 | 178 | 11.6 | 100.0 | 47 | 100.0 | 100.0 | | |
| | 04 Poor target, unexpected or unusual place | 80 | 5.2 | 100.0 | 111 | 7.2 | 100.0 | 191 | 100.0 | 100.0 | | |
| | 05 Poor target, running | 294 | 19.2 | 100.0 | 278 | 18.2 | 100.0 | 572 | 100.0 | 100.0 | | |
| | 06 Poor target, crossing against light | 8 | 0.5 | 100.0 | 1 | 0.1 | 100.0 | 9 | 100.0 | 100.0 | | |
| | 07 Walking with traffic, wrong side of road | 82 | 5.4 | 100.0 | 44 | 2.9 | 100.0 | 126 | 100.0 | 100.0 | | |
| | 09 Other course failures | 83 | 5.4 | 100.0 | 21 | 1.4 | 100.0 | 104 | 100.0 | 100.0 | | |
| 2. | Ped Search Failures | 876 | 57.2 | 100.0 | 417 | 27.2 | 100.0 | 1293 | 100.0 | 100.0 | | |
| | 01 Ped search and detection failure, (no further info.) | 268 | 17.5 | 100.0 | 23 | 1.5 | 100.0 | 291 | 100.0 | 100.0 | | |
| | 02 Overload | 12 | 0.8 | 100.0 | 8 | 0.5 | 100.0 | 20 | 100.0 | 100.0 | | |
| | 03 Distraction (no further info.) | 17 | 1.1 | 100.0 | 13 | 0.8 | 100.0 | 30 | 100.0 | 100.0 | | |
| | 04 Distraction, traffic signal | 4 | 0.3 | 100.0 | 3 | 0.2 | 100.0 | 7 | 100.0 | 100.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 32 | 2.1 | 100.0 | 14 | 0.9 | 100.0 | 46 | 100.0 | 100.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 16 | 1.0 | 100.0 | 13 | 0.8 | 100.0 | 29 | 100.0 | 100.0 | | |
| | 07 Distraction, hostile person and/or animal | 19 | 1.2 | 100.0 | 10 | 0.6 | 100.0 | 29 | 100.0 | 100.0 | | |
| | 08 Distraction, play activity | 107 | 7.0 | 100.0 | 79 | 5.2 | 100.0 | 186 | 100.0 | 100.0 | | |
| | 09 Distraction, other pedestrians | 85 | 5.5 | 100.0 | 125 | 8.2 | 100.0 | 210 | 100.0 | 100.0 | | |
| | 10 Inadequate search, looked but didn't see | 76 | 5.0 | 100.0 | 24 | 1.6 | 100.0 | 100 | 100.0 | 100.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 170 | 11.1 | 100.0 | 73 | 4.8 | 100.0 | 243 | 100.0 | 100.0 | | |
| | 19 Other search failures | 70 | 4.6 | 100.0 | 32 | 2.1 | 100.0 | 102 | 100.0 | 100.0 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 219 | 14.3 | 100.0 | 176 | 11.5 | 100.0 | 395 | 100.0 | 100.0 | | |
| | 01 Not explainable, adequate search but detection failure | 17 | 1.1 | 100.0 | 4 | 0.3 | 100.0 | 21 | 100.0 | 100.0 | | |
| | 02 Parked car | 66 | 4.3 | 100.0 | 47 | 3.1 | 100.0 | 113 | 100.0 | 100.0 | | |
| | 03 Moving traffic | 43 | 2.8 | 100.0 | 29 | 1.9 | 100.0 | 72 | 100.0 | 100.0 | | |
| | 04 Standing traffic | 30 | 2.0 | 100.0 | 30 | 2.0 | 100.0 | 60 | 100.0 | 100.0 | | |
| | 05 Stopped bus | 12 | 0.8 | 100.0 | 9 | 0.6 | 100.0 | 21 | 100.0 | 100.0 | | |
| | 06 Poor lighting | 9 | 0.6 | 100.0 | 21 | 1.4 | 100.0 | 30 | 100.0 | 100.0 | | |
| | 07 Sun | 1 | 0.1 | 100.0 | 3 | 0.2 | 100.0 | 4 | 100.0 | 100.0 | | |
| | 08 Building, posts, street furniture, etc. | 2 | 0.1 | 100.0 | 3 | 0.2 | 100.0 | 5 | 100.0 | 100.0 | | |
| | 09 Trees, bushes, weeds, etc. | 18 | 1.2 | 100.0 | 12 | 0.8 | 100.0 | 30 | 100.0 | 100.0 | | |
| | 19 Other detection failures | 21 | 1.4 | 100.0 | 18 | 1.2 | 100.0 | 39 | 100.0 | 100.0 | | |
| 4. | Ped Evaluation Failures | 374 | 24.4 | 100.0 | 187 | 12.2 | 100.0 | 561 | 100.0 | 100.0 | | |
| | 01 Misperception of driver's intent | 98 | 6.4 | 100.0 | 38 | 2.5 | 100.0 | 136 | 100.0 | 100.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 120 | 7.8 | 100.0 | 84 | 5.5 | 100.0 | 204 | 100.0 | 100.0 | | |
| | 03 Alcohol/drug impairment | 126 | 8.2 | 100.0 | 51 | 3.3 | 100.0 | 177 | 100.0 | 100.0 | | |
| | 09 Other evaluation failures | 29 | 1.9 | 100.0 | 13 | 0.8 | 100.0 | 42 | 100.0 | 100.0 | | |
| 5. | Ped Avoidance Action Failures | 183 | 11.9 | 100.0 | 109 | 7.1 | 100.0 | 292 | 100.0 | 100.0 | | |
| | 01 Improper decision | 82 | 5.4 | 100.0 | 25 | 1.6 | 100.0 | 107 | 100.0 | 100.0 | | |
| | 02 Environmental limits | 13 | 0.8 | 100.0 | 9 | 0.6 | 100.0 | 22 | 100.0 | 100.0 | | |
| | 03 Human factors limits | 50 | 3.3 | 100.0 | 39 | 2.5 | 100.0 | 89 | 100.0 | 100.0 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 29 | 1.9 | 100.0 | 31 | 2.0 | 100.0 | 60 | 100.0 | 100.0 | | |
| | 09 Other avoidance action failures | 8 | 0.5 | 100.0 | 5 | 0.3 | 100.0 | 13 | 100.0 | 100.0 | | |

| ALL ACCIDENT TYPES PRECIPITATING DRIVER FACTORS | | N = 1531 100% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|------------------|----------------------|------------------------|-----|----------------------|------------------------|-----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 342 | 22.3 | 100.0 | 173 | 11.3 | 100.0 | 515 | 100.0 | 100.0 | | |
| | 01 Limitation of avoidance response, speeding | 105 | 6.9 | 100.0 | 98 | 6.4 | 100.0 | 203 | 100.0 | 100.0 | | |
| | 02 Limitation of avoidance response, weather | 20 | 1.3 | 100.0 | 26 | 1.7 | 100.0 | 46 | 100.0 | 100.0 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 100.0 | 1 | 0.1 | 100.0 | 1 | 100.0 | 100.0 | | |
| | 04 Unexpected course, run red light | 7 | 0.5 | 100.0 | 1 | 0.1 | 100.0 | 8 | 100.0 | 100.0 | | |
| | 05 Unexpected course, run stop sign | 5 | 0.3 | 100.0 | 0 | 0.0 | 100.0 | 5 | 100.0 | 100.0 | | |
| | 06 Unexpected course, wrong side of road | 25 | 1.6 | 100.0 | 13 | 0.8 | 100.0 | 38 | 100.0 | 100.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 70 | 4.6 | 100.0 | 12 | 0.8 | 100.0 | 82 | 100.0 | 100.0 | | |
| | 09 Other course failures | 109 | 7.1 | 100.0 | 22 | 1.4 | 100.0 | 131 | 100.0 | 100.0 | | |
| 7. | Driver Search Failures | 458 | 29.9 | 100.0 | 273 | 17.8 | 100.0 | 731 | 100.0 | 100.0 | | |
| | 01 Overload, too many activities | 19 | 1.2 | 100.0 | 15 | 1.0 | 100.0 | 34 | 100.0 | 100.0 | | |
| | 02 Distraction; traffic-related maneuver | 96 | 6.3 | 100.0 | 47 | 3.1 | 100.0 | 143 | 100.0 | 100.0 | | |
| | 03 Distraction; other pedestrians | 51 | 3.3 | 100.0 | 35 | 2.3 | 100.0 | 86 | 100.0 | 100.0 | | |
| | 04 Distraction; passenger in car | 14 | 0.9 | 100.0 | 24 | 1.6 | 100.0 | 38 | 100.0 | 100.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 3 | 0.2 | 100.0 | 4 | 0.3 | 100.0 | 7 | 100.0 | 100.0 | | |
| | 06 Distraction; other | 33 | 2.2 | 100.0 | 15 | 1.0 | 100.0 | 48 | 100.0 | 100.0 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 97 | 6.3 | 100.0 | 33 | 2.2 | 100.0 | 130 | 100.0 | 100.0 | | |
| | 08 Inadequate search, did not look carefully | 138 | 9.0 | 100.0 | 95 | 6.2 | 100.0 | 233 | 100.0 | 100.0 | | |
| | 09 Other search failures | 6 | 0.4 | 100.0 | 4 | 0.3 | 100.0 | 10 | 100.0 | 100.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 498 | 32.5 | 100.0 | 321 | 21.0 | 100.0 | 819 | 100.0 | 100.0 | | |
| | 01 Not explainable, apparently adequate search but detection failure | 45 | 2.9 | 100.0 | 16 | 1.0 | 100.0 | 61 | 100.0 | 100.0 | | |
| | 02 Parked cars | 104 | 6.8 | 100.0 | 45 | 2.9 | 100.0 | 149 | 100.0 | 100.0 | | |
| | 03 Moving traffic | 72 | 4.7 | 100.0 | 45 | 2.9 | 100.0 | 117 | 100.0 | 100.0 | | |
| | 04 Standing traffic | 53 | 3.5 | 100.0 | 18 | 1.2 | 100.0 | 71 | 100.0 | 100.0 | | |
| | 05 Stopped bus | 19 | 1.2 | 100.0 | 2 | 0.1 | 100.0 | 21 | 100.0 | 100.0 | | |
| | 06 Poor lighting (roadside) | 62 | 4.0 | 100.0 | 85 | 5.5 | 100.0 | 147 | 100.0 | 100.0 | | |
| | 07 Poor lighting (vehicular) | 5 | 0.3 | 100.0 | 4 | 0.3 | 100.0 | 9 | 100.0 | 100.0 | | |
| | 08 Sun blinding | 15 | 1.0 | 100.0 | 8 | 0.5 | 100.0 | 23 | 100.0 | 100.0 | | |
| | 09 Headlight blinding | 26 | 1.7 | 100.0 | 17 | 1.1 | 100.0 | 43 | 100.0 | 100.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 1 | 0.1 | 100.0 | 5 | 0.3 | 100.0 | 6 | 100.0 | 100.0 | | |
| | 11 Windshield dirty or obscured | 5 | 0.3 | 100.0 | 4 | 0.3 | 100.0 | 9 | 100.0 | 100.0 | | |
| | 12 Trees, brush, weeds, etc. | 35 | 2.3 | 100.0 | 26 | 1.7 | 100.0 | 61 | 100.0 | 100.0 | | |
| | 13 Weather conditions | 23 | 1.5 | 100.0 | 18 | 1.2 | 100.0 | 41 | 100.0 | 100.0 | | |
| | 19 Other detection failures | 33 | 2.2 | 100.0 | 27 | 1.8 | 100.0 | 60 | 100.0 | 100.0 | | |
| 9. | Driver Evaluation Failures | 361 | 23.6 | 100.0 | 156 | 10.2 | 100.0 | 517 | 100.0 | 100.0 | | |
| | 01 Misperception of pedestrian's intent | 182 | 11.9 | 100.0 | 57 | 3.7 | 100.0 | 239 | 100.0 | 100.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 98 | 6.4 | 100.0 | 58 | 3.8 | 100.0 | 156 | 100.0 | 100.0 | | |
| | 03 Alcohol/drug impairment | 72 | 4.7 | 100.0 | 32 | 2.1 | 100.0 | 104 | 100.0 | 100.0 | | |
| | 09 Other evaluation failures | 8 | 0.5 | 100.0 | 8 | 0.5 | 100.0 | 16 | 100.0 | 100.0 | | |
| 10. | Driver Avoidance Action Failures | 203 | 13.2 | 100.0 | 120 | 7.8 | 100.0 | 323 | 100.0 | 100.0 | | |
| | 01 Improper decision | 51 | 3.3 | 100.0 | 24 | 1.6 | 100.0 | 75 | 100.0 | 100.0 | | |
| | 02 Environmental limits, i.e., slippery surface | 54 | 3.5 | 100.0 | 33 | 2.2 | 100.0 | 87 | 100.0 | 100.0 | | |
| | 03 Lost control of vehicle, after avoidance action started | 22 | 1.4 | 100.0 | 16 | 1.0 | 100.0 | 38 | 100.0 | 100.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 43 | 2.8 | 100.0 | 24 | 1.6 | 100.0 | 67 | 100.0 | 100.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 14 | 0.9 | 100.0 | 10 | 0.6 | 100.0 | 24 | 100.0 | 100.0 | | |
| | 09 Other avoidance action failures | 16 | 1.0 | 100.0 | 12 | 0.8 | 100.0 | 28 | 100.0 | 100.0 | | |

| DART-OUT FIRST HALF PRECIPITATING PEDESTRIAN FACTORS | | N = 166 10.8% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|------------------|-------------------------|---------------------------|-----|-------------------------|---------------------------|-----|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 162 | 97.6 | | 142 | 85.5 | | 304 | | | | |
| | 01 High exposure to vehicles | 18 | 10.8 | | 3 | 1.8 | | 21 | 12.7 | 5.4 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | | 1 | .6 | | 1 | 0.6 | 2.1 | | |
| | 03 Poor target, short time exposure | 96 | 57.8 | | 61 | 36.7 | | 157 | 94.6 | 33.6 | | |
| | 04 Poor target, unexpected or unusual place | 2 | 1.2 | | 6 | 3.6 | | 8 | 4.8 | 4.1 | | |
| | 05 Poor target, running | 46 | 27.7 | | 70 | 42.2 | | 116 | 69.8 | 20.2 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| 2. | Ped Search Failures | 127 | 76.5 | | 54 | 32.5 | | 181 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 54 | 32.5 | | 2 | 1.2 | | 56 | 33.8 | 19.2 | | |
| | 02 Overload | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 2 | 1.2 | | 0 | 0.0 | | 2 | 1.2 | 6.7 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 2 | 1.2 | | 1 | 0.6 | | 3 | 1.8 | 6.5 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 6 | 3.6 | | 1 | 0.6 | | 7 | 4.2 | 24.1 | | |
| | 07 Distraction, hostile person and/or animal | 2 | 1.2 | | 1 | 0.6 | | 3 | 1.8 | 10.3 | | |
| | 08 Distraction, play activity | 25 | 15.0 | | 20 | 12.0 | | 45 | 27.1 | 24.2 | | |
| | 09 Distraction, other pedestrians | 14 | 8.4 | | 12 | 7.2 | | 26 | 15.7 | 12.3 | | |
| | 10 Inadequate search, looked but didn't see | 8 | 4.8 | | 6 | 3.6 | | 14 | 8.4 | 14.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 17 | 10.2 | | 10 | 6.0 | | 27 | 16.3 | 11.1 | | |
| | 19 Other search failures | 0 | 0.0 | | 1 | 0.6 | | 1 | 0.6 | 0.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 42 | 25.3 | | 35 | 21.0 | | 77 | | | | |
| | 01 Not explainable, adequate search but detection failure | 2 | 1.2 | | 0 | 0.0 | | 2 | 1.2 | 9.5 | | |
| | 02 Parked car | 28 | 16.9 | | 22 | 13.3 | | 50 | 30.1 | 44.2 | | |
| | 03 Moving traffic | 5 | 3.0 | | 3 | 1.8 | | 8 | 4.8 | 11.1 | | |
| | 04 Standing traffic | 0 | 0.0 | | 1 | 0.6 | | 1 | 0.6 | 1.7 | | |
| | 05 Stopped bus | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | | 4 | 2.4 | | 4 | 2.4 | 13.3 | | |
| | 07 Sun | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | | 1 | 0.6 | | 1 | 0.6 | 20.0 | | |
| | 09 Trees, brush, weeds, etc. | 6 | 3.6 | | 3 | 1.8 | | 9 | 5.4 | 30.0 | | |
| | 19 Other detection failures | 1 | 0.6 | | 1 | 0.6 | | 2 | 1.2 | 5.1 | | |
| 4. | Ped Evaluation Failures | 19 | 11.4 | | 8 | 4.8 | | 27 | | | | |
| | 01 Misperception of driver's intent | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 6 | 3.6 | | 2 | 1.2 | | 8 | 4.8 | 3.9 | | |
| | 03 Alcohol/drug impairment | 12 | 7.2 | | 5 | 3.0 | | 17 | 10.2 | 9.6 | | |
| | 09 Other evaluation failures | 0 | 0.0 | | 1 | 0.6 | | 1 | 0.6 | 2.4 | | |
| 5. | Ped Avoidance Action Failures | 15 | 9.0 | | 11 | 6.6 | | 26 | | | | |
| | 01 Improper decision | 9 | 5.4 | | 2 | 1.2 | | 11 | 6.6 | 10.2 | | |
| | 02 Environmental limits | 0 | 0.0 | | 0 | 0.0 | | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 4 | 2.4 | | 4 | 2.4 | | 8 | 4.8 | 8.9 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 2 | 1.2 | | 4 | 2.4 | | 6 | 3.6 | 10.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | | 1 | 0.6 | | 1 | 0.6 | 7.6 | | |

| DART-OUT FIRST HALF PRECIPITATING DRIVER FACTORS | | N = 166 10.8% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|------------------|----------------------|------------------------|----|----------------------|------------------------|-----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 14 | 8.4 | 4.1 | 11 | 6.6 | 6.4 | 25 | | | | |
| | 01 Limitation of avoidance response, speeding | 12 | 7.2 | 11.4 | 8 | 4.8 | 8.2 | 20 | 12.0 | 9.8 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 2 | 1.2 | 7.7 | 2 | 1.2 | 4.3 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 1 | 0.6 | 7.7 | 1 | 0.6 | 2.6 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 2 | 1.2 | 1.8 | 0 | 0.0 | 0.0 | 2 | 1.2 | 1.5 | | |
| 7. | Driver Search Failures | 36 | 21.6 | 7.9 | 23 | 13.8 | 8.4 | 59 | | | | |
| | 01 Overload, too many activities | 1 | 0.6 | 5.3 | 1 | 0.6 | 6.7 | 2 | 1.2 | 5.9 | | |
| | 02 Distraction; traffic-related maneuver | 5 | 3.0 | 5.2 | 2 | 1.2 | 4.3 | 7 | 4.2 | 4.9 | | |
| | 03 Distraction; other pedestrians | 10 | 6.0 | 19.6 | 7 | 4.2 | 20.0 | 17 | 10.2 | 19.8 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 1 | 0.6 | 4.2 | 1 | 0.6 | 2.6 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 1 | 0.6 | 3.0 | 0 | 0.0 | 0.0 | 1 | 0.6 | 2.1 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 7 | 4.2 | 7.2 | 1 | 0.6 | 3.0 | 8 | 4.8 | 6.1 | | |
| | 08 Inadequate search, did not look carefully | 12 | 7.2 | 8.7 | 11 | 6.6 | 11.6 | 23 | 13.8 | 9.9 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 96 | 57.8 | 19.3 | 37 | 22.3 | 11.5 | 133 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 8 | 4.8 | 17.8 | 1 | 0.6 | 6.2 | 9 | 5.4 | 14.7 | | |
| | 02 Parked cars | 58 | 34.9 | 55.8 | 7 | 4.2 | 15.6 | 65 | 39.1 | 43.6 | | |
| | 03 Moving traffic | 4 | 2.4 | 5.6 | 4 | 2.4 | 8.9 | 8 | 4.8 | 6.8 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 1 | 0.6 | 5.6 | 1 | 0.6 | 1.4 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 7 | 4.2 | 11.3 | 7 | 4.2 | 8.2 | 14 | 8.4 | 9.5 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 2 | 1.2 | 25.0 | 2 | 1.2 | 8.7 | | |
| | 09 Headlight blinding | 1 | 0.6 | 3.8 | 1 | 0.6 | 5.9 | 2 | | 4.6 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 1 | 0.6 | 20.0 | 1 | 1.2 | 1.7 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 15 | 9.0 | 42.9 | 8 | 4.8 | 30.8 | 23 | 13.8 | 37.7 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 3 | 1.8 | 9.1 | 5 | 3.0 | 18.5 | 8 | 4.8 | 13.3 | | |
| 9. | Driver Evaluation Failures | 13 | 7.8 | 3.6 | 6 | 3.6 | 3.8 | 19 | | | | |
| | 01 Misperception of pedestrian's intent | 7 | 4.2 | 3.8 | 2 | 1.2 | 3.5 | 9 | 5.4 | 3.8 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 3 | 1.8 | 3.1 | 2 | 1.2 | 3.4 | 5 | 3.0 | 3.2 | | |
| | 03 Alcohol/drug impairment | 3 | 1.8 | 4.2 | 1 | 0.6 | 3.1 | 4 | 2.4 | 3.8 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 1 | 0.6 | 12.5 | 1 | 0.6 | 6.2 | | |
| 10. | Driver Avoidance Action Failures | 11 | 6.6 | 5.4 | 11 | 6.6 | 9.2 | 22 | | | | |
| | 01 Improper decision | 3 | 1.8 | 5.9 | 4 | 2.4 | 16.7 | 7 | 4.2 | 9.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 3 | 1.8 | 9.1 | 3 | 1.8 | 3.4 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 1 | 0.6 | 6.2 | 1 | 0.6 | 2.6 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 7 | 4.2 | 16.3 | 1 | 0.6 | 4.2 | 8 | 4.8 | 11.9 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 1 | 0.6 | 6.2 | 2 | 1.2 | 16.7 | 3 | 1.8 | 10.7 | | |

| DART-OUT SECOND HALF PRECIPITATING PEDESTRIAN FACTORS | | N = 157 1Q.24 | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|------------------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 148 | 94.3 | 13.7 | 130 | 82.8 | 15.8 | 278 | | | | |
| | 01 High exposure to vehicles | 20 | 12.7 | 9.1 | 6 | 3.8 | 3.6 | 26 | 16.6 | 6.8 | | |
| | 02 Poor target, slow speed | 6 | 3.8 | 30.0 | 2 | 1.3 | 7.4 | 8 | 5.0 | 17.0 | | |
| | 03 Poor target, short time exposure | 74 | 47.1 | 25.6 | 50 | 31.9 | 28.1 | 124 | 78.9 | 26.5 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 0.6 | 1.2 | 2 | 1.3 | 1.8 | 3 | 1.9 | 1.6 | | |
| | 05 Poor target, running | 47 | 29.9 | 16.0 | 70 | 44.6 | 25.2 | 117 | 74.5 | 20.4 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 2. | Ped Search Failures | 112 | 71.3 | 12.8 | 45 | 28.7 | 10.8 | 157 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 35 | 22.3 | 13.0 | 3 | 1.9 | 13.0 | 38 | 24.2 | 13.0 | | |
| | 02 Overload | 2 | 1.3 | 16.6 | 0 | 0.0 | 0.0 | 2 | 1.3 | 10.0 | | |
| | 03 Distraction (no further info.) | 1 | 0.6 | 5.9 | 0 | 0.0 | 0.0 | 1 | 0.6 | 3.3 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 14 | 8.9 | 43.7 | 6 | 3.8 | 42.9 | 20 | 12.7 | 43.5 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 1 | 0.6 | 6.2 | 0 | 0.0 | 0.0 | 1 | 0.6 | 3.4 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 2 | 1.2 | 20.0 | 2 | 1.3 | 6.9 | | |
| | 08 Distraction, play activity | 16 | 10.2 | 14.9 | 9 | 5.7 | 11.4 | 25 | 15.9 | 13.4 | | |
| | 09 Distraction, other pedestrians | 13 | 8.3 | 15.3 | 12 | 7.6 | 9.6 | 25 | 15.9 | 11.9 | | |
| | 10 Inadequate search, looked but didn't see | 11 | 7.0 | 14.5 | 6 | 3.8 | 25.0 | 17 | 10.8 | 17.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 16 | 10.2 | 9.4 | 6 | 3.8 | 8.2 | 22 | 14.0 | 9.0 | | |
| | 19 Other search failures | 3 | 1.9 | 4.3 | 1 | 0.6 | 3.1 | 4 | 2.5 | 3.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 41 | 26.1 | 18.7 | 28 | 17.8 | 15.9 | 69 | | | | |
| | 01 Not explainable, adequate search but detection failure | 1 | 0.6 | 5.9 | 0 | 0.0 | 0.0 | 1 | 0.6 | 4.8 | | |
| | 02 Parked car | 11 | 7.0 | 16.7 | 5 | 3.2 | 10.6 | 16 | 10.2 | 14.1 | | |
| | 03 Moving traffic | 16 | 10.2 | 37.2 | 10 | 6.4 | 34.5 | 26 | 16.6 | 36.1 | | |
| | 04 Standing traffic | 5 | 3.2 | 16.7 | 7 | 4.5 | 23.3 | 12 | 7.6 | 20.0 | | |
| | 05 Stopped bus | 1 | 0.6 | 8.3 | 1 | 0.6 | 11.1 | 2 | 1.3 | 9.5 | | |
| | 06 Poor lighting | 1 | 0.6 | 11.1 | 3 | 1.9 | 14.3 | 4 | 2.5 | 13.3 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 2 | 1.3 | 11.1 | 1 | 0.6 | 8.3 | 3 | 1.9 | 10.0 | | |
| | 19 Other detection failures | 4 | 2.6 | 19.0 | 1 | 0.6 | 5.6 | 5 | 3.2 | 12.8 | | |
| 4. | Ped Evaluation Failures | 34 | 21.6 | 9.1 | 13 | 8.3 | 7.0 | 47 | | | | |
| | 01 Misperception of driver's intent | 2 | 1.3 | 2.0 | 0 | 0.0 | 0.0 | 2 | 1.3 | 1.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 16 | 10.2 | 13.3 | 5 | 3.2 | 6.0 | 21 | 13.4 | 10.3 | | |
| | 03 Alcohol/drug impairment | 15 | 9.5 | 11.9 | 8 | 5.1 | 15.7 | 23 | 14.6 | 12.9 | | |
| | 09 Other evaluation failures | 1 | 0.6 | 3.4 | 0 | 0.0 | 0.0 | 1 | 0.6 | 2.4 | | |
| 5. | Ped Avoidance Action Failures | 19 | 12.0 | 10.4 | 14 | 8.9 | 12.8 | 33 | | | | |
| | 01 Improper decision | 9 | 5.7 | 11.0 | 2 | 1.3 | 8.0 | 11 | 7.0 | 10.2 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 2 | 1.3 | 22.2 | 2 | 1.3 | 9.0 | | |
| | 03 Human factors limits | 4 | 2.5 | 8.0 | 7 | 4.5 | 17.9 | 11 | 7.0 | 12.3 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 6 | 3.8 | 20.7 | 3 | 1.9 | 9.7 | 9 | 5.7 | 15.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| DART-OUT SECOND HALF PRECIPITATING DRIVER FACTORS | | N = 157 10.2% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|------------------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 10 | 6.4 | 2.9 | 15 | 9.5 | 8.7 | 25 | | | | |
| | 01 Limitation of avoidance response, speeding | 8 | 5.1 | 7.6 | 13 | 8.3 | 13.3 | 21 | 13.4 | 10.3 | | |
| | 02 Limitation of avoidance response, weather | 1 | 0.6 | 5.0 | 1 | 0.6 | 3.8 | 2 | 1.3 | 4.3 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 1 | 0.6 | 100.0 | 1 | 0.6 | 100.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 1 | 0.6 | 4.0 | 0 | 0.0 | 0.0 | 1 | 0.6 | 2.6 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 7. | Driver Search Failures | 31 | 19.7 | 6.8 | 31 | 19.7 | 11.4 | 62 | | | | |
| | 01 Overload, too many activities | 1 | 0.6 | 5.3 | 2 | 1.3 | 13.3 | 3 | 1.9 | 8.8 | | |
| | 02 Distraction; traffic-related maneuver | 3 | 1.9 | 3.1 | 4 | 2.5 | 8.5 | 7 | 4.5 | 4.9 | | |
| | 03 Distraction; other pedestrians | 11 | 7.0 | 21.6 | 9 | 5.7 | 25.7 | 20 | 12.7 | 23.2 | | |
| | 04 Distraction; passenger in car | 3 | 1.9 | 21.4 | 0 | 0.0 | 0.0 | 3 | 1.9 | 7.9 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 1 | 0.6 | 3.0 | 2 | 1.3 | 13.3 | 3 | 1.9 | 6.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 4 | 2.5 | 4.1 | 0 | 0.0 | 0.0 | 4 | 2.5 | 3.1 | | |
| | 08 Inadequate search, did not look carefully | 7 | 4.5 | 5.1 | 12 | 7.6 | 12.6 | 19 | 12.1 | 8.1 | | |
| | 09 Other search failures | 1 | 0.6 | 16.7 | 2 | 1.3 | 50.0 | 3 | 1.9 | 30.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 75 | 47.8 | 15.1 | 39 | 24.8 | 12.1 | 114 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 9 | 5.7 | 20.0 | 2 | 1.3 | 12.5 | 11 | 7.0 | 18.0 | | |
| | 02 Parked cars | 15 | 9.5 | 14.4 | 9 | 5.7 | 20.0 | 24 | 15.3 | 16.1 | | |
| | 03 Moving traffic | 20 | 12.7 | 27.8 | 7 | 4.5 | 15.6 | 27 | 17.2 | 23.7 | | |
| | 04 Standing traffic | 7 | 4.5 | 13.2 | 5 | 3.2 | 27.8 | 12 | 7.6 | 16.9 | | |
| | 05 Stopped bus | 1 | 0.6 | 5.3 | 0 | 0.0 | 0.0 | 1 | 0.6 | 4.8 | | |
| | 06 Poor lighting (roadside) | 11 | 7.0 | 17.7 | 7 | 4.5 | 8.2 | 18 | 11.5 | 12.2 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 1 | 0.6 | 6.7 | 0 | 0.0 | 0.0 | 1 | 0.6 | 4.3 | | |
| | 09 Headlight blinding | 1 | 0.6 | 3.8 | 2 | 1.3 | 11.8 | 3 | 1.9 | 7.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 6 | 3.8 | 17.1 | 2 | 1.3 | 7.7 | 8 | 5.1 | 13.1 | | |
| | 13 Weather conditions | 1 | 0.6 | 4.3 | 2 | 1.3 | 11.1 | 3 | 1.9 | 7.3 | | |
| | 19 Other detection failures | 3 | 1.9 | 9.1 | 3 | 1.9 | 11.1 | 6 | 3.8 | 10.0 | | |
| 9. | Driver Evaluation Failures | 15 | 9.5 | 4.2 | 9 | 5.7 | 5.8 | 24 | | | | |
| | 01 Misperception of pedestrian's intent | 5 | 3.2 | 2.7 | 2 | 1.3 | 3.5 | 7 | 4.5 | 2.9 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 7 | 4.5 | 7.1 | 7 | 4.5 | 12.1 | 14 | 8.9 | 9.0 | | |
| | 03 Alcohol/drug impairment | 2 | 1.3 | 2.8 | 0 | 0.0 | 0.0 | 2 | 1.3 | 1.9 | | |
| | 09 Other evaluation failures | 1 | 0.6 | 12.5 | 0 | 0.0 | 0.0 | 1 | 0.6 | 6.2 | | |
| 10. | Driver Avoidance Action Failures | 19 | 12.1 | 9.4 | 10 | 6.4 | 8.3 | 29 | | | | |
| | 01 Improper decision | 4 | 2.5 | 7.8 | 4 | 2.5 | 16.7 | 8 | 5.1 | 10.7 | | |
| | 02 Environmental limits, i.e., slippery surface | 8 | 5.1 | 14.8 | 0 | 0.0 | 0.0 | 8 | 5.1 | 9.2 | | |
| | 03 Lost control of vehicle, after avoidance action started | 1 | 0.6 | 4.5 | 0 | 0.0 | 0.0 | 1 | 0.6 | 2.6 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 5 | 3.2 | 11.6 | 5 | 3.2 | 20.8 | 10 | 6.4 | 14.9 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 1 | 0.6 | 10.0 | 1 | 0.6 | 4.2 | | |
| | 09 Other avoidance action failures | 1 | 0.6 | 6.2 | 0 | 0.0 | 0.0 | 1 | 0.6 | 3.6 | | |

| MIDBLOCK DASH PRECIPITATING PEDESTRIAN FACTORS | | N = 152 9.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|-----------------|----------------------|------------------------|----|----------------------|------------------------|-----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 125 | 82.2 | 11.6 | 57 | 37.5 | 6.9 | 182 | | | | |
| | 01 High exposure to vehicles | 18 | 11.8 | 8.2 | 15 | 9.9 | 9.1 | 33 | 21.7 | 8.6 | | |
| | 02 Poor target, slow speed | 1 | 0.7 | 5.0 | 0 | 0.0 | 0.0 | 1 | .6 | 2.1 | | |
| | 03 Poor target, short time exposure | 0 | 0.0 | 0.0 | 3 | 2.0 | 1.7 | 3 | 1.9 | 0.6 | | |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | | | | |
| | 05 Poor target, running | 105 | 69.1 | 35.7 | 37 | 24.3 | 13.3 | 142 | 93.4 | 24.8 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 1 | 0.7 | 1.2 | 2 | 1.3 | 4.5 | 3 | 1.9 | 2.3 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 2. | Ped Search Failures | 112 | 73.7 | 12.8 | 52 | 34.2 | 12.5 | 164 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 26 | 17.1 | 9.7 | 1 | 0.7 | 4.3 | 27 | 17.8 | 9.3 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 2 | 1.3 | 25.0 | 2 | 1.3 | 10.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 1 | 0.7 | 7.7 | 1 | 0.6 | 3.3 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 5 | 3.3 | 15.6 | 5 | 3.3 | 35.7 | 10 | 6.6 | 21.7 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 6 | 3.9 | 37.5 | 2 | 1.3 | 15.4 | 8 | 5.2 | 27.6 | | |
| | 07 Distraction, hostile person and/or animal | 5 | 3.3 | 26.3 | 0 | 0.0 | 0.0 | 5 | 3.3 | 17.2 | | |
| | 08 Distraction, play activity | 23 | 15.1 | 21.5 | 16 | 10.5 | 20.3 | 39 | 25.7 | 21.0 | | |
| | 09 Distraction, other pedestrians | 12 | 7.9 | 14.1 | 16 | 10.5 | 12.8 | 28 | 18.4 | 13.3 | | |
| | 10 Inadequate search, looked but didn't see | 13 | 8.5 | 17.1 | 2 | 1.3 | 8.3 | 15 | 9.9 | 15.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 19 | 12.5 | 11.2 | 7 | 4.6 | 9.6 | 26 | 17.1 | 10.7 | | |
| | 19 Other search failures | 3 | 2.0 | 4.3 | 0 | 0.0 | 0.0 | 3 | 1.9 | 2.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 14 | 9.2 | 6.4 | 14 | 9.2 | 8.0 | 28 | | | | |
| | 01 Not explainable, adequate search but detection failure | 3 | 2.0 | 17.6 | 1 | 0.7 | 25.0 | 4 | 2.6 | 19.0 | | |
| | 02 Parked car | 2 | 1.3 | 3.0 | 3 | 2.0 | 6.4 | 5 | 3.3 | 4.4 | | |
| | 03 Moving traffic | 3 | 2.6 | 7.0 | 4 | 2.6 | 13.8 | 7 | 4.6 | 9.7 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 3 | 2.0 | 10.0 | 3 | 1.9 | 50.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 1 | 0.7 | 100.0 | 2 | 1.3 | 66.7 | 3 | 1.9 | 75.0 | | |
| | 08 Building, posts, street furniture, etc. | 2 | 1.3 | 100.0 | 0 | 0.0 | 0.0 | 2 | 1.3 | 40.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 2 | 1.3 | 9.5 | 1 | 0.7 | 5.6 | 3 | 1.9 | 7.7 | | |
| 4. | Ped Evaluation Failures | 38 | 25.0 | 10.2 | 17 | 11.2 | 9.1 | 55 | | | | |
| | 01 Misperception of driver's intent | 5 | 3.3 | 5.1 | 2 | 1.3 | 5.3 | 7 | 4.6 | 5.1 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 19 | 12.5 | 15.8 | 11 | 7.2 | 13.1 | 30 | 19.7 | 14.7 | | |
| | 03 Alcohol/drug impairment | 8 | 5.3 | 6.3 | 2 | 1.3 | 3.9 | 10 | 6.6 | 5.6 | | |
| | 09 Other evaluation failures | 6 | 3.9 | 20.7 | 2 | 1.3 | 15.4 | 8 | 5.2 | 19.0 | | |
| 5. | Ped Avoidance Action Failures | 20 | 13.1 | 10.9 | 12 | 7.9 | 11.0 | 32 | | | | |
| | 01 Improper decision | 12 | 7.9 | 14.6 | 3 | 2.0 | 12.0 | 15 | 9.9 | 14.0 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 1 | 0.7 | 11.1 | 1 | 0.6 | 4.5 | | |
| | 03 Human factors limits | 5 | 3.3 | 10.0 | 0 | 0.0 | 0.0 | 5 | 3.3 | 5.6 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 3 | 2.0 | 10.3 | 8 | 5.3 | 25.8 | 11 | 7.2 | 18.3 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| MIDBLOCK DASH PRECIPITATING DRIVER FACTORS | | N = 152 9.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|-----------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 13 | 8.5 | 3.8 | 11 | 7.2 | 6.4 | 24 | | | | |
| | 01 Limitation of avoidance response, speeding | 11 | 7.2 | 10.5 | 5 | 3.3 | 5.1 | 16 | 10.5 | 7.9 | | |
| | 02 Limitation of avoidance response, weather | 1 | 0.7 | 5.0 | 3 | 2.0 | 11.5 | 4 | 2.6 | 8.7 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 1 | 0.7 | 4.0 | 2 | 1.3 | 15.4 | 3 | 2.0 | 7.9 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 1 | 0.7 | 4.5 | 1 | 0.7 | 0.8 | | |
| 7. | Driver Search Failures | 30 | 19.7 | 6.6 | 12 | 7.9 | 4.4 | 42 | | | | |
| | 01 Overload, too many activities | 1 | 0.7 | 5.3 | 0 | 0.0 | 0.0 | 1 | 0.7 | 2.9 | | |
| | 02 Distraction; traffic-related maneuver | 0 | 0.0 | 0.0 | 2 | 1.3 | 4.3 | 2 | 1.3 | 1.4 | | |
| | 03 Distraction; other pedestrians | 8 | 5.3 | 15.7 | 5 | 3.3 | 14.3 | 13 | 8.5 | 15.1 | | |
| | 04 Distraction; passenger in car | 1 | 0.7 | 7.1 | 1 | 0.7 | 4.2 | 2 | 1.3 | 5.3 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 2 | 1.3 | 6.1 | 0 | 0.0 | 0.0 | 2 | 1.3 | 4.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 9 | 5.9 | 9.3 | 2 | 1.3 | 6.1 | 11 | 7.2 | 8.5 | | |
| | 08 Inadequate search, did not look carefully | 9 | 5.9 | 6.5 | 2 | 1.3 | 2.1 | 11 | 7.2 | 4.7 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 7 | 4.6 | 1.4 | 15 | 9.8 | 4.7 | 22 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 2 | 1.3 | 1.9 | 5 | 3.3 | 11.1 | 7 | 4.6 | 4.7 | | |
| | 03 Moving traffic | 3 | 1.3 | 4.2 | 5 | 3.3 | 11.1 | 8 | 5.3 | 6.8 | | |
| | 04 Standing traffic | 1 | 0.7 | 1.9 | 1 | 0.7 | 5.6 | 2 | 1.3 | 2.8 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 2 | 1.3 | 2.4 | 2 | 1.3 | 1.4 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 1 | 0.7 | 100.0 | 1 | 0.7 | 20.0 | 2 | 1.3 | 33.3 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 1 | 0.7 | 3.8 | 1 | 0.7 | 1.6 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 1 | 0.7 | 3.0 | 0 | 0.0 | 0.0 | 1 | 0.7 | 1.6 | | |
| 9. | Driver Evaluation Failures | 64 | 42.1 | 17.7 | 29 | 19.1 | 18.6 | 93 | | | | |
| | 01 Misperception of pedestrian's intent | 57 | 37.5 | 31.3 | 20 | 13.2 | 35.1 | 77 | 50.6 | 32.2 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 4 | 2.6 | 4.1 | 6 | 3.9 | 10.3 | 10 | 6.6 | 6.4 | | |
| | 03 Alcohol/drug impairment | 2 | 1.3 | 2.8 | 2 | 1.3 | 6.2 | 4 | 2.6 | 3.8 | | |
| | 09 Other evaluation failures | 1 | 0.7 | 12.5 | 1 | 0.7 | 12.5 | 2 | 1.3 | 12.5 | | |
| 10. | Driver Avoidance Action Failures | 30 | 19.7 | 14.8 | 16 | 10.5 | 13.3 | 46 | | | | |
| | 01 Improper decision | 8 | 5.3 | 15.7 | 2 | 1.3 | 8.3 | 10 | 6.6 | 13.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 6 | 3.9 | 11.1 | 2 | 1.3 | 6.1 | 8 | 5.3 | 9.2 | | |
| | 03 Lost control of vehicle, after avoidance action started | 3 | 2.0 | 13.6 | 2 | 1.3 | 12.5 | 5 | 3.3 | 13.1 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 10 | 6.6 | 23.3 | 5 | 3.3 | 20.8 | 15 | 9.8 | 22.4 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 1 | 0.7 | 7.1 | 2 | 1.3 | 20.0 | 3 | 2.0 | 12.5 | | |
| | 09 Other avoidance action failures | 2 | 1.3 | 12.5 | 3 | 2.0 | 25.0 | 5 | 3.3 | 19.8 | | |

| INTERSECTION DASH PRECIPITATING PEDESTRIAN FACTORS | | N = 152 9.9 | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|----------------------|------------------------|----|----------------------|------------------------|-----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 127 | 83.5 | 11.8 | 96 | 63.1 | 11.6 | 223 | | | | |
| | 01 High exposure to vehicles | 19 | 12.5 | 8.6 | 18 | 11.8 | 11.0 | 37 | 24.3 | 9.6 | | |
| | 02 Poor target, slow speed | 3 | 2.0 | 15.0 | 5 | 3.3 | 18.5 | 8 | 5.2 | 17.0 | | |
| | 03 Poor target, short time exposure | 42 | 27.6 | 14.5 | 21 | 13.8 | 11.8 | 63 | 41.4 | 13.5 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 0.7 | 1.2 | 2 | 1.3 | 1.8 | 3 | 1.9 | 1.6 | | |
| | 05 Poor target, running | 56 | 36.8 | 19.0 | 47 | 30.9 | 16.9 | 103 | 67.8 | 18.0 | | |
| | 06 Poor target, crossing against light | 3 | 2.0 | 37.5 | 1 | 0.7 | 100.0 | 4 | 2.6 | 44.4 | | |
| | 07 Walking with traffic, wrong side of road | 1 | 0.7 | 1.2 | 1 | 0.7 | 2.2 | 2 | 1.3 | 1.6 | | |
| | 09 Other course failures | 2 | 1.3 | 2.4 | 1 | 0.7 | 4.7 | 3 | 1.9 | 2.9 | | |
| 2. | Ped Search Failures | 120 | 79.0 | 13.7 | 46 | 30.3 | 11.0 | 166 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 33 | 21.7 | 12.3 | 1 | 0.7 | 4.3 | 34 | 22.3 | 11.7 | | |
| | 02 Overload | 1 | 0.7 | 8.3 | 0 | 0.0 | 0.0 | 1 | .6 | 5.0 | | |
| | 03 Distraction (no further info.) | 2 | 1.3 | 11.8 | 0 | 0.0 | 0.0 | 2 | 1.3 | 6.7 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 3 | 2.0 | 9.4 | 1 | 0.7 | 7.1 | 4 | 2.6 | 8.7 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 3 | 2.0 | 18.7 | 3 | 2.0 | 23.1 | 6 | 3.9 | 20.7 | | |
| | 07 Distraction, hostile person and/or animal | 4 | 2.6 | 21.0 | 1 | 0.7 | 10.0 | 5 | 3.3 | 17.2 | | |
| | 08 Distraction, play activity | 14 | 9.2 | 13.1 | 6 | 3.9 | 7.6 | 20 | 13.1 | 10.7 | | |
| | 09 Distraction, other pedestrians | 8 | 5.3 | 9.4 | 9 | 12.5 | 7.2 | 17 | 11.1 | 8.0 | | |
| | 10 Inadequate search, looked but didn't see | 22 | 14.5 | 28.9 | 4 | 2.6 | 16.7 | 26 | 17.1 | 26.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 27 | 17.8 | 15.9 | 9 | 5.9 | 12.3 | 36 | 23.7 | 14.8 | | |
| | 19 Other search failures | 3 | 2.0 | 4.3 | 2 | 1.3 | 6.2 | 5 | 3.3 | 4.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 30 | 19.7 | 13.7 | 8 | 5.3 | 4.5 | 38 | | | | |
| | 01 Not explainable, adequate search but detection failure | 2 | 1.3 | 11.8 | 0 | 0.0 | 0.0 | 2 | 1.3 | 9.5 | | |
| | 02 Parked car | 5 | 3.3 | 7.6 | 1 | 0.7 | 2.1 | 6 | 3.9 | 5.3 | | |
| | 03 Moving traffic | 10 | 6.6 | 23.2 | 1 | 0.7 | 3.4 | 11 | 7.2 | 15.2 | | |
| | 04 Standing traffic | 3 | 2.0 | 10.0 | 3 | 2.0 | 10.0 | 6 | 3.9 | 10.0 | | |
| | 05 Stopped bus | 2 | 1.3 | 16.7 | 0 | 0.0 | 0.0 | 2 | 1.3 | 9.5 | | |
| | 06 Poor lighting | 2 | 1.3 | 22.2 | 0 | 0.0 | 0.0 | 2 | 1.3 | 6.7 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 5 | 3.3 | 27.8 | 2 | 1.3 | 16.7 | 7 | 4.6 | 23.3 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 1 | 0.7 | 5.6 | 1 | .6 | 2.5 | | |
| 4. | Ped Evaluation Failures | 33 | 21.7 | 8.8 | 15 | 9.8 | 8.0 | 48 | | | | |
| | 01 Misperception of driver's intent | 7 | 4.6 | 7.1 | 3 | 2.0 | 7.9 | 10 | 6.6 | 7.3 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 11 | 7.2 | 9.2 | 6 | 3.9 | 7.1 | 17 | 11.1 | 8.3 | | |
| | 03 Alcohol/drug impairment | 12 | 7.9 | 9.5 | 2 | 1.3 | 3.9 | 14 | 9.2 | 7.9 | | |
| | 09 Other evaluation failures | 3 | 2.0 | 10.3 | 4 | 2.6 | 30.8 | 7 | 4.6 | 16.7 | | |
| 5. | Ped Avoidance Action Failures | 21 | 13.8 | 11.5 | 12 | 7.9 | 11.0 | 33 | | | | |
| | 01 Improper decision | 8 | 5.3 | 9.7 | 6 | 3.9 | 24.0 | 14 | 9.2 | 13.0 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 7 | 4.6 | 14.0 | 5 | 3.3 | 12.8 | 12 | 7.9 | 13.5 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 5 | 3.3 | 19.0 | 1 | 0.7 | 3.2 | 6 | 3.9 | 10.0 | | |
| | 09 Other avoidance action failures | 1 | 0.7 | 12.5 | 0 | 0.0 | 0.0 | 1 | .6 | 7.7 | | |

| INTERSECTION DASH PRECIPITATING DRIVER FACTORS | | N = 152 9.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|-----------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 18 | 11.8 | 5.3 | 17 | 11.2 | 9.8 | 35 | | | | |
| | 01 Limitation of avoidance response, speeding | 9 | 5.9 | 8.6 | 10 | 6.6 | 10.2 | 19 | 12.5 | 9.3 | | |
| | 02 Limitation of avoidance response, weather | 1 | 0.7 | 5.0 | 2 | 1.3 | 7.7 | 3 | 2.0 | 6.5 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 2 | 1.3 | 28.6 | 0 | 0.0 | 0.0 | 2 | 1.3 | 25.0 | | |
| | 05 Unexpected course, run stop sign | 1 | 0.7 | 20.0 | 0 | 0.0 | 0.0 | 1 | 0.7 | 22.2 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 1 | 0.7 | 7.7 | 1 | 0.7 | 2.6 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 4 | 2.6 | 3.7 | 4 | 2.6 | 18.2 | 8 | 5.3 | 6.1 | | |
| 7. | Driver Search Failures | 41 | 27.0 | 9.0 | 19 | 12.5 | 7.0 | 60 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 4 | 2.6 | 4.2 | 1 | 0.7 | 2.1 | 5 | 3.3 | 3.5 | | |
| | 03 Distraction; other pedestrians | 4 | 2.6 | 7.8 | 4 | 2.6 | 11.4 | 8 | 5.3 | 9.3 | | |
| | 04 Distraction; passenger in car | 1 | 0.7 | 7.1 | 3 | 2.0 | 12.5 | 4 | 2.6 | 10.5 | | |
| | 05 Distraction; adjusting car, clothing or load | 1 | 0.7 | 33.3 | 0 | 0.0 | 0.0 | 1 | 0.7 | 14.3 | | |
| | 06 Distraction; other | 2 | 1.3 | 6.1 | 0 | 0.0 | 0.0 | 2 | 1.3 | 4.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 10 | 6.6 | 10.3 | 3 | 2.0 | 9.1 | 13 | 8.5 | 10.0 | | |
| | 08 Inadequate search, did not look carefully | 19 | 12.5 | 13.8 | 8 | 5.3 | 8.4 | 27 | 17.8 | 11.6 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 40 | 26.3 | 8.0 | 26 | 17.1 | 8.1 | 66 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 2 | 1.3 | 4.4 | 1 | 0.7 | 6.2 | 3 | 2.0 | 4.9 | | |
| | 02 Parked cars | 5 | 3.3 | 4.8 | 3 | 2.0 | 6.7 | 8 | 5.3 | 5.4 | | |
| | 03 Moving traffic | 11 | 7.2 | 15.3 | 4 | 2.6 | 8.9 | 15 | 9.9 | 12.8 | | |
| | 04 Standing traffic | 7 | 4.6 | 13.2 | 2 | 1.3 | 11.1 | 9 | 5.9 | 12.7 | | |
| | 05 Stopped bus | 2 | 1.3 | 10.5 | 0 | 0.0 | 0.0 | 2 | 1.3 | 9.5 | | |
| | 06 Poor lighting (roadside) | 5 | 3.3 | 8.1 | 6 | 3.9 | 7.1 | 11 | 7.2 | 7.5 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 1 | 0.7 | 25.0 | 1 | 0.7 | 11.1 | | |
| | 08 Sun blinding | 1 | 0.7 | 6.7 | 1 | 0.7 | 12.5 | 2 | 1.3 | 8.7 | | |
| | 09 Headlight blinding | 1 | 0.7 | 3.8 | 2 | 1.3 | 11.8 | 3 | 2.0 | 7.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 2 | 1.3 | 5.7 | 4 | 2.6 | 15.4 | 6 | 3.9 | 9.8 | | |
| | 13 Weather conditions | 1 | 0.7 | 4.3 | 0 | 0.0 | 0.0 | 1 | 0.7 | 2.4 | | |
| | 19 Other detection failures | 3 | 2.0 | 9.1 | 2 | 1.3 | 7.4 | 5 | 3.3 | 8.3 | | |
| 9. | Driver Evaluation Failures | 31 | 20.4 | 8.6 | 14 | 9.2 | 9.0 | 45 | | | | |
| | 01 Misperception of pedestrian's intent | 27 | 17.8 | 14.8 | 7 | 4.6 | 12.3 | 34 | 22.4 | 14.2 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 3 | 2.0 | 3.1 | 6 | 3.9 | 10.3 | 9 | 5.9 | 5.8 | | |
| | 03 Alcohol/drug impairment | 1 | 0.7 | 1.4 | 1 | 0.7 | 3.1 | 2 | 1.3 | 1.9 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 15 | 9.9 | 7.4 | 14 | 9.2 | 11.7 | 29 | | | | |
| | 01 Improper decision | 2 | 1.3 | 3.9 | 5 | 3.3 | 20.8 | 7 | 4.6 | 9.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 2 | 1.3 | 3.7 | 6 | 3.9 | 18.2 | 8 | 5.3 | 9.2 | | |
| | 03 Lost control of vehicle, after avoidance action started | 2 | 1.3 | 9.1 | 1 | 0.7 | 6.2 | 3 | 2.0 | 7.9 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 6 | 3.9 | 14.0 | 1 | 0.7 | 4.2 | 7 | 4.6 | 10.4 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 2 | 1.3 | 12.5 | 1 | 0.7 | 8.3 | 3 | 2.0 | 10.7 | | |

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| VEHICLE TURN/MERGE W/ATTENTION CONFLICT PRECIPITATING PEDESTRIAN FACTORS | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 5 | 25.0 | 0.5 | 3 | 15.0 | 0.4 | 8 | | |
| | 01 High exposure to vehicles | 2 | 10.0 | 0.9 | 0 | 0.0 | 0.0 | 2 | 10.0 | 0.5 |
| | 02 Poor target, slow speed | 2 | 10.0 | 10.0 | 0 | 0.0 | 0.0 | 2 | 10.0 | 4.2 |
| | 03 Poor target, short time exposure | 1 | 5.0 | 0.3 | 1 | 5.0 | 0.6 | 2 | 10.0 | 0.4 |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 1 | 5.0 | 0.9 | 1 | 5.0 | 0.5 |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 1 | 5.0 | 0.3 | 1 | 5.0 | 0.2 |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 2. | Ped Search Failures | 6 | 30.0 | 0.7 | 7 | 35.0 | 1.7 | 13 | | |
| | 01 Ped search and detection failure, (no further info.) | 1 | 5.0 | 0.4 | 0 | 0.0 | 0.0 | 1 | 5.0 | 0.3 |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Distraction (no further info.) | 1 | 5.0 | 5.9 | 0 | 0.0 | 0.0 | 1 | 5.0 | 3.3 |
| | 04 Distraction, traffic signal | 1 | 5.0 | 25.0 | 0 | 0.0 | 0.0 | 1 | 5.0 | 14.3 |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 1 | 5.0 | 7.1 | 1 | 5.0 | 2.2 |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 1 | 5.0 | 1.3 | 1 | 5.0 | 5.3 |
| | 09 Distraction, other pedestrians | 2 | 10.0 | 2.3 | 1 | 5.0 | 0.8 | 3 | 15.0 | 1.4 |
| | 10 Inadequate search, looked but didn't see | 1 | 5.0 | 1.3 | 1 | 5.0 | 4.2 | 2 | 10.0 | 2.0 |
| | 11 Inattention, didn't look, day dreaming, etc. | 0 | 0.0 | 0.0 | 2 | 10.0 | 2.7 | 2 | 10.0 | 0.8 |
| | 19 Other search failures | 0 | 0.0 | 0.0 | 1 | 5.0 | 3.1 | 1 | 5.0 | 0.9 |
| 3. | Ped Detection (Perceptual Interference) Failures | 0 | 0.0 | 0.0 | 2 | 10.0 | 1.1 | 2 | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 1 | 5.0 | 3.4 | 1 | 5.0 | 1.3 |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 1 | 5.0 | 8.3 | 1 | 5.0 | 3.3 |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 4. | Ped Evaluation Failures | 7 | 35.0 | 1.9 | 5 | 25.0 | 2.7 | 12 | | |
| | 01 Misperception of driver's intent | 6 | 30.0 | 6.1 | 1 | 5.0 | 2.6 | 7 | 35.0 | 5.1 |
| | 02 Poor prediction of pedestrian/vehicle path | 1 | 5.0 | 0.8 | 2 | 10.0 | 2.4 | 3 | 15.0 | 1.4 |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 1 | 5.0 | 2.0 | 1 | 5.0 | 0.5 |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 1 | 5.0 | 7.7 | 1 | 5.0 | 2.4 |
| 5. | Ped Avoidance Action Failures | 3 | 15.0 | 1.6 | 1 | 5.0 | 0.9 | 4 | | |
| | 01 Improper decision | 1 | 5.0 | 1.2 | 1 | 5.0 | 4.0 | 2 | 10.0 | 1.9 |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Human factors limits | 1 | 5.0 | 2.0 | 0 | 0.0 | 0.0 | 1 | 5.0 | 1.1 |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 1 | 5.0 | 3.4 | 0 | 0.0 | 0.0 | 1 | 5.0 | 1.6 |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |

| VEHICLE TURN/MERGE W/ATTENTION CONFLICT PRECIPITATING DRIVER FACTORS | | CAUSAL FACTOR | | RELATED FACTOR | | | TOTAL OF FACTORS | | | |
|---|---|---------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. Driver Course (Risk-taking) Failures | | 2 | 10.0 | 0.6 | 1 | 5.0 | 0.6 | 3 | | |
| | 01 Limitation of avoidance response, speeding | 0 | 0.0 | 0.0 | 1 | 5.0 | 1.0 | 1 | 5.0 | 0.5 |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Unexpected course, run red light | 1 | 5.0 | 14.3 | 0 | 0.0 | 0.0 | 1 | 5.0 | 12.5 |
| | 05 Unexpected course, run stop sign | 1 | 5.0 | 20.0 | 0 | 0.0 | 0.0 | 1 | 5.0 | 22.2 |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 7. Driver Search Failures | | 18 | 90.0 | 3.9 | 13 | 65.0 | 4.8 | 31 | | |
| | 01 Overload, too many activities | 1 | 5.0 | 5.3 | 0 | 0.0 | 0.0 | 1 | 5.0 | 2.9 |
| | 02 Distraction; traffic-related maneuver | 15 | 75.0 | 15.6 | 3 | 15.0 | 6.4 | 18 | 90.0 | 12.6 |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 1 | 5.0 | 4.2 | 1 | 5.0 | 2.6 |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Distraction; other | 1 | 5.0 | 3.0 | 0 | 0.0 | 0.0 | 1 | 5.0 | 2.1 |
| | 07 Inattention, not attending to driving, no specific distraction | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Inadequate search, did not look carefully | 1 | 5.0 | 0.7 | 9 | 45.0 | 9.5 | 10 | 50.0 | 4.3 |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 8. Driver Detection (Perceptual Interference) Failures | | 5 | 25.0 | 1.0 | 7 | 35.0 | 2.2 | 12 | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Moving traffic | 2 | 10.0 | 2.8 | 0 | 0.0 | 0.0 | 2 | 10.0 | 1.7 |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 4 | 20.0 | 22.2 | 4 | 20.0 | 5.6 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting (roadside) | 1 | 5.0 | 1.6 | 0 | 0.0 | 0.0 | 1 | 5.0 | 0.7 |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Sun blinding | 1 | 5.0 | 6.7 | 0 | 0.0 | 0.0 | 1 | 5.0 | 4.3 |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 1 | 5.0 | 5.9 | 1 | 5.0 | 2.3 |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 12 Trees, brush, weeds, etc. | 1 | 5.0 | 2.9 | 0 | 0.0 | 0.0 | 1 | 5.0 | 1.6 |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 1 | 5.0 | 5.6 | 1 | 5.0 | 2.4 |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 9. Driver Evaluation Failures | | 3 | 15.0 | 0.8 | 1 | 5.0 | 0.6 | 4 | | |
| | 01 Misperception of pedestrian's intent | 1 | 5.0 | 0.5 | 0 | 0.0 | 0.0 | 1 | 5.0 | 0.4 |
| | 02 Poor prediction of pedestrian/vehicle path | 2 | 10.0 | 2.0 | 0 | 0.0 | 0.0 | 2 | 10.0 | 1.2 |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 1 | 5.0 | 12.5 | 1 | 5.0 | 6.2 |
| 10. Driver Avoidance Action Failures | | 3 | 15.0 | 1.5 | 1 | 5.0 | 0.8 | 4 | | |
| | 01 Improper decision | 1 | 5.0 | 2.0 | 1 | 5.0 | 4.2 | 2 | 10.0 | 2.7 |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 1 | 5.0 | 2.3 | 0 | 0.0 | 0.0 | 1 | 5.0 | 1.5 |
| | 05 Vehicular limits, inadequate brakes or steering | 1 | 5.0 | 7.1 | 0 | 0.0 | 0.0 | 1 | 5.0 | 4.1 |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |

| TURNING VEHICLE PRECIPITATING PEDESTRIAN FACTORS | | N = 29 1.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|----------------------|------------------------|---|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 7 | 24.1 | 0.6 | 6 | 20.7 | 0.7 | 13 | | | | |
| | 01 High exposure to vehicles | 4 | 13.8 | 1.8 | 4 | 13.8 | 2.4 | 8 | 27.6 | 2.0 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 2 | 6.9 | 7.4 | 2 | 6.9 | 4.2 | | |
| | 03 Poor target, short time exposure | 1 | 3.4 | 0.3 | 0 | 0.0 | 0.0 | 1 | 3.4 | .2 | | |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Poor target, running | 1 | 3.4 | 0.3 | 0 | 0.0 | 0.0 | 1 | 3.4 | .1 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 1 | 3.4 | 1.2 | 0 | 0.0 | 0.0 | 1 | 3.4 | .8 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 2. | Ped Search Failures | 12 | 69.0 | 1.4 | 6 | 20.7 | 1.4 | 18 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 4 | 13.8 | 1.5 | 1 | 3.4 | 4.3 | 5 | 17.2 | 1.7 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 3 | 10.3 | 75.0 | 1 | 3.4 | 33.3 | 4 | 13.8 | 57.1 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 3 | 10.3 | 2.4 | 3 | 10.3 | 1.4 | | |
| | 10 Inadequate search, looked but didn't see | 2 | 6.9 | 2.6 | 0 | 0.0 | 0.0 | 2 | 6.9 | 2.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 2 | 6.9 | 1.2 | 1 | 3.4 | 1.4 | 3 | 10.3 | 1.2 | | |
| | 19 Other search failures | 1 | 3.4 | 1.4 | 0 | 0.0 | 0.0 | 1 | 3.4 | .9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 2 | 6.9 | 0.9 | 3 | 10.3 | 1.7 | 5 | | | | |
| | 01 Not explainable, adequate search but detection failure | 1 | 3.4 | 5.9 | 0 | 0.0 | 0.0 | 1 | 3.4 | 4.8 | | |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 1 | 3.4 | 3.3 | 1 | 3.4 | 1.7 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 1 | 3.4 | 33.3 | 1 | 3.4 | 20.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 1 | 3.4 | 4.8 | 1 | 3.4 | 5.6 | 2 | 6.9 | 5.1 | | |
| 4. | Ped Evaluation Failures | 12 | 41.4 | 3.2 | 2 | 6.9 | 1.1 | 14 | | | | |
| | 01 Misperception of driver's intent | 9 | 31.0 | 9.2 | 0 | 0.0 | 0.0 | 9 | 31.0 | 6.6 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 2 | 6.9 | 1.7 | 2 | 6.9 | 2.4 | 4 | 13.8 | 1.9 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 1 | 3.4 | 3.4 | 0 | 0.0 | 0.0 | 1 | 3.4 | 2.4 | | |
| 5. | Ped Avoidance Action Failures | 4 | 13.8 | 2.2 | 3 | 10.3 | 2.8 | 7 | | | | |
| | 01 Improper decision | 1 | 3.4 | 1.2 | 1 | 3.4 | 4.0 | 2 | 6.9 | 1.9 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 1 | 3.4 | 2.0 | 1 | 3.4 | 2.6 | 2 | 6.9 | 2.2 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 1 | 3.4 | 3.2 | 1 | 3.4 | 1.6 | | |
| | 09 Other avoidance action failures | 2 | 6.9 | 25.0 | 0 | 0.0 | 0.0 | 2 | 6.9 | 15.3 | | |

| TURNING VEHICLE PRECIPITATING DRIVER FACTORS | | N = 29 1.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 11 | 37.9 | 3.2 | 3 | 10.3 | 1.7 | 14 | | | | |
| | 01 Limitation of avoidance response, speeding | 5 | 17.2 | 4.8 | 1 | 3.4 | 1.0 | 6 | 20.7 | 2.9 | | |
| | 02 Limitation of avoidance response, weather | 1 | 3.4 | 5.0 | 0 | 0.0 | 0.0 | 1 | 3.4 | 2.2 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 2 | 6.9 | 28.6 | 0 | 0.0 | 0.0 | 2 | 6.9 | 25.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 3 | 10.3 | 2.8 | 2 | 6.9 | 9.1 | 5 | 17.2 | 3.8 | | |
| 7. | Driver Search Failures | 24 | 82.7 | 5.2 | 9 | 31.0 | 3.3 | 33 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 10 | 34.4 | 10.4 | 5 | 17.2 | 10.6 | 15 | 51.7 | 10.5 | | |
| | 03 Distraction; other pedestrians | 1 | 3.4 | 2.0 | 0 | 0.0 | 0.0 | 1 | 3.4 | 1.2 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 2 | 6.9 | 6.1 | 0 | 0.0 | 0.0 | 2 | 6.9 | 4.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 4 | 13.8 | 4.1 | 0 | 0.0 | 0.0 | 4 | 13.8 | 3.1 | | |
| | 08 Inadequate search, did not look carefully | 7 | 24.1 | 5.1 | 4 | 13.8 | 4.2 | 11 | 37.9 | 4.7 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 7 | 24.1 | 1.4 | 6 | 20.7 | 1.9 | 13 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 1 | 3.4 | 2.2 | 1 | 3.4 | 6.2 | 2 | 6.9 | 3.3 | | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 1 | 3.4 | 1.4 | 0 | 0.0 | 0.0 | 1 | 3.4 | 0.8 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 1 | 3.4 | 5.6 | 1 | 3.4 | 1.4 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 1 | 3.4 | 1.2 | 1 | 3.4 | 0.7 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 2 | 6.9 | 13.3 | 0 | 0.0 | 0.0 | 2 | 6.9 | 8.7 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 2 | 6.9 | 40.0 | 2 | 6.9 | 33.3 | | |
| | 11 Windshield dirty or obscured | 1 | 3.4 | 20.0 | 1 | 3.4 | 25.0 | 2 | 6.9 | 22.2 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 1 | 3.4 | 4.3 | 0 | 0.0 | 0.0 | 1 | 3.4 | 2.4 | | |
| | 19 Other detection failures | 1 | 3.4 | 3.0 | 0 | 0.0 | 0.0 | 1 | 3.4 | 1.6 | | |
| 9. | Driver Evaluation Failures | 4 | 13.8 | 1.1 | 1 | 3.4 | 0.6 | 5 | | | | |
| | 01 Misperception of pedestrian's intent | 3 | 10.3 | 1.6 | 1 | 3.4 | 1.8 | 4 | 13.8 | 1.6 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 1 | 3.4 | 1.4 | 0 | 0.0 | 0.0 | 1 | 3.4 | 1.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 1 | 3.4 | 0.5 | 1 | 3.4 | 0.8 | 2 | | | | |
| | 01 Improper decision | 1 | 3.4 | 2.0 | 0 | 0.0 | 0.0 | 1 | 3.4 | 1.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 1 | 3.4 | 4.2 | 1 | 3.4 | 1.5 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| MULTIPLE THREAT PRECIPITATING PEDESTRIAN FACTORS | | N = 26 1.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Pad Course (Risk-taking) Failures | 20 | 76.9 | 1.8 | 17 | 65.4 | 2.1 | 37 | | | | |
| | 01 High exposure to vehicles | 6 | 23.1 | 2.7 | 8 | 30.7 | 4.9 | 14 | 53.8 | 3.6 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 2 | 7.7 | 7.4 | 2 | 7.7 | 4.2 | | |
| | 03 Poor target, short time exposure | 8 | 30.8 | 2.8 | 2 | 7.7 | 1.1 | 10 | 38.4 | 2.1 | | |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Poor target, running | 4 | 15.4 | 1.4 | 5 | 19.2 | 1.8 | 9 | 34.6 | 1.6 | | |
| | 06 Poor target, crossing against light | 2 | 7.7 | 25.0 | 0 | 0.0 | 0.0 | 2 | 7.7 | 22.2 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 2. | Pad Search Failures | 13 | 50.0 | 1.5 | 8 | 30.7 | 1.9 | 21 | | | | |
| | 01 Pad search and detection failure, (no further info.) | 3 | 11.5 | 1.1 | 0 | 0.0 | 0.0 | 3 | 11.5 | 1.0 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 1 | 3.8 | 33.3 | 1 | 3.8 | 14.3 | | |
| | 05 Distraction, traffic during 1st half of crossing | 1 | 3.8 | 3.1 | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.2 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 1 | 3.8 | 6.2 | 3 | 11.5 | 23.1 | 4 | 15.3 | 13.8 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.3 | 1 | 3.8 | 5.3 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.6 | 2 | 7.7 | .9 | | |
| | 10 Inadequate search, looked but didn't see | 5 | 19.2 | 6.6 | 1 | 3.8 | 4.2 | 6 | 23.0 | 6.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 2 | 7.7 | 1.2 | 0 | 0.0 | 0.0 | 2 | 7.7 | .8 | | |
| | 19 Other search failures | 1 | 3.8 | 1.4 | 0 | 0.0 | 0.0 | 1 | 3.8 | .9 | | |
| 3. | Pad Detection (Perceptual Interference) Failures | 18 | 69.2 | 8.2 | 5 | 19.2 | 2.8 | 23 | | | | |
| | 01 Not explainable, adequate search but detection failure | 1 | 3.8 | 5.9 | 0 | 0.0 | 0.0 | 1 | 3.8 | 4.8 | | |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 1 | 3.8 | 2.3 | 1 | 3.8 | 3.4 | 2 | 7.7 | 2.7 | | |
| | 04 Standing traffic | 16 | 61.5 | 53.3 | 4 | 15.4 | 13.3 | 20 | 76.9 | 33.3 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Pad Evaluation Failures | 6 | 23.1 | 1.6 | 2 | 7.7 | 1.1 | 8 | | | | |
| | 01 Misperception of driver's intent | 2 | 7.7 | 2.0 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 2 | 7.7 | 2.4 | 2 | 7.7 | .9 | | |
| | 03 Alcohol/drug impairment | 2 | 7.7 | 1.6 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.1 | | |
| | 09 Other evaluation failures | 2 | 7.7 | 6.9 | 0 | 0.0 | 0.0 | 2 | 7.7 | 4.8 | | |
| 5. | Pad Avoidance Action Failures | 2 | 7.7 | 1.1 | 1 | 3.8 | 0.9 | 3 | | | | |
| | 01 Improper decision | 1 | 3.8 | 1.2 | 0 | 0.0 | 0.0 | 1 | 3.8 | .9 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 1 | 3.8 | 2.0 | 1 | 3.8 | 2.6 | 2 | 7.7 | 2.2 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

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| MULTIPLE THREAT PRECIPITATING DRIVER FACTORS | | N = 26 1.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 6 | 23.1 | 1.8 | 3 | 11.5 | 1.7 | 9 | | | | |
| | 01 Limitation of avoidance response, speeding | 2 | 7.7 | 1.9 | 1 | 3.8 | 1.0 | 3 | 11.5 | 1.5 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.8 | 1 | 3.8 | 2.2 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 4 | 15.4 | 3.7 | 1 | 3.8 | 4.5 | 5 | 19.2 | 3.8 | | |
| 7. | Driver Search Failures | 15 | 57.7 | 3.3 | 4 | 15.4 | 1.5 | 19 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 2 | 7.7 | 2.1 | 2 | 7.7 | 4.3 | 4 | 15.4 | 2.8 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 5 | 19.3 | 5.2 | 1 | 3.8 | 3.0 | 6 | 23.1 | 4.6 | | |
| | 08 Inadequate search, did not look carefully | 8 | 30.8 | 5.8 | 1 | 3.8 | 1.1 | 9 | 34.6 | 3.9 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 23 | 88.5 | 4.6 | 4 | 15.4 | 1.2 | 27 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 1 | 3.8 | 2.2 | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.6 | | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 1 | 3.8 | 1.4 | 1 | 3.8 | 2.2 | 2 | 7.7 | 1.7 | | |
| | 04 Standing traffic | 21 | 80.8 | 39.6 | 2 | 7.7 | 11.1 | 23 | 88.5 | 32.4 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 1 | 3.8 | 5.6 | 1 | 3.8 | 2.4 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 9. | Driver Evaluation Failures | 1 | 3.8 | 0.3 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Misperception of pedestrian's intent | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 1 | 3.8 | 12.5 | 0 | 0.0 | 0.0 | 1 | 3.8 | 6.2 | | |
| 10. | Driver Avoidance Action Failures | 2 | 7.7 | 1.0 | 2 | 7.7 | 1.7 | 4 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 3.8 | 1.9 | 1 | 3.8 | 3.0 | 2 | 7.7 | 2.3 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 1 | 3.8 | 6.2 | 1 | 3.8 | 8.3 | 2 | 7.7 | 7.1 | | |

| BACKING UP PRECIPITATING PEDESTRIAN FACTORS | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 8 | 30.8 | 0.7 | 5 | 19.2 | 0.6 | 13 | | |
| | 01 High exposure to vehicles | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 02 Poor target, slow speed | 1 | 3.8 | 5.0 | 1 | 3.8 | 3.7 | 2 | 7.7 | 4.2 |
| | 03 Poor target, short time exposure | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.1 | 2 | 7.7 | 0.4 |
| | 04 Poor target, unexpected or unusual place | 2 | 7.7 | 2.5 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.0 |
| | 05 Poor target, running | 2 | 7.7 | 0.7 | 2 | 7.7 | 0.7 | 4 | 15.4 | 0.6 |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other course failures | 3 | 11.5 | 3.6 | 0 | 0.0 | 0.0 | 3 | 11.5 | 2.8 |
| 2. | Ped Search Failures | 20 | 76.9 | 2.3 | 5 | 19.2 | 1.2 | 25 | | |
| | 01 Ped search and detection failure, (no further info.) | 5 | 19.2 | 1.9 | 0 | 0.0 | 0.0 | 5 | 19.2 | 1.7 |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Distraction (no further info.) | 1 | 3.8 | 5.9 | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.3 |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 1 | 3.8 | 10.0 | 1 | 3.8 | 3.4 |
| | 08 Distraction, play activity | 6 | 23.1 | 5.6 | 1 | 3.8 | 1.3 | 7 | 26.9 | 3.8 |
| | 09 Distraction, other pedestrians | 3 | 11.5 | 3.5 | 2 | 7.7 | 1.6 | 5 | 19.2 | 2.3 |
| | 10 Inadequate search, looked but didn't see | 1 | 3.8 | 1.3 | 1 | 3.8 | 4.2 | 2 | 7.7 | 2.0 |
| | 11 Inattention, didn't look, day dreaming, etc. | 2 | 7.7 | 1.2 | 0 | 0.0 | 0.0 | 2 | 7.7 | 0.8 |
| | 19 Other search failures | 2 | 7.7 | 2.8 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.9 |
| 3. | Ped Detection (Perceptual Interference) Failures | 1 | 3.8 | 0.4 | 1 | 3.8 | 0.6 | 2 | | |
| | 01 Not explainable, adequate search but detection failure | 1 | 3.8 | 5.9 | 0 | 0.0 | 0.0 | 1 | 3.8 | 4.8 |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.3 | 1 | 3.8 | 1.7 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 4. | Ped Evaluation Failures | 9 | 34.6 | 2.4 | 5 | 19.2 | 2.7 | 14 | | |
| | 01 Misperception of driver's intent | 5 | 19.2 | 5.1 | 4 | 15.4 | 10.5 | 9 | 34.6 | 6.6 |
| | 02 Poor prediction of pedestrian/vehicle path | 2 | 7.7 | 1.7 | 1 | 3.8 | 1.2 | 3 | 11.5 | 1.5 |
| | 03 Alcohol/drug impairment | 1 | 3.8 | 0.8 | 0 | 0.0 | 0.0 | 1 | 3.8 | 0.5 |
| | 09 Other evaluation failures | 1 | 3.8 | 3.4 | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.4 |
| 5. | Ped Avoidance Action Failures | 6 | 23.1 | 3.3 | 1 | 3.8 | 0.9 | 7 | | |
| | 01 Improper decision | 1 | 3.8 | 1.2 | 0 | 0.0 | 0.0 | 1 | 3.8 | 0.9 |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Human factors limits | 5 | 19.2 | 10.0 | 1 | 3.8 | 2.6 | 6 | 23.0 | 6.7 |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |

| BACKING UP | | PRECIPITATING DRIVER FACTORS | | CAUSAL FACTOR | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|------------|---|------------------------------|----------------------|------------------------|---|----------------------|------------------------|----|----------------------|------------------------|--|
| | | N = 26 | | | | | | | | | |
| | | 1.7% | | | | | | | | | |
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | |
| 6. | Driver Course (Risk-taking) Failures | 8 | 30.8 | 2.3 | 0 | 0.0 | 0.0 | 8 | 0.0 | 0.0 | |
| | 01 Limitation of avoidance response, speeding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 07 Out of control, prior to involvement with pedestrian | 3 | 11.5 | 4.3 | 0 | 0.0 | 0.0 | 3 | 11.5 | 3.6 | |
| | 09 Other course failures | 5 | 19.2 | 4.6 | 0 | 0.0 | 0.0 | 5 | 19.2 | 3.8 | |
| 7. | Driver Search Failures | 22 | 84.6 | 4.8 | 9 | 34.6 | 3.3 | 31 | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 02 Distraction; traffic-related maneuver | 2 | 7.7 | 2.1 | 1 | 3.8 | 2.1 | 3 | 11.5 | 2.1 | |
| | 03 Distraction; other pedestrians | 1 | 3.8 | 2.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.2 | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 3 | 11.5 | 12.5 | 3 | 11.5 | 7.9 | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 1 | 3.8 | 25.0 | 1 | 3.8 | 14.3 | |
| | 06 Distraction; other | 1 | 3.8 | 3.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.1 | |
| | 07 Inattention, not attending to driving, no specific distraction | 5 | 19.2 | 5.2 | 2 | 7.7 | 6.1 | 7 | 26.9 | 5.4 | |
| | 08 Inadequate search, did not look carefully | 13 | 50.0 | 9.4 | 8 | 7.7 | 8.4 | 21 | 80.8 | 9.0 | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| 8. | Driver Detection (Perceptual Interference) Failures | 6 | 23.1 | 1.2 | 4 | 15.4 | 1.2 | 10 | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 2 | 7.7 | 4.4 | 2 | 7.7 | 12.5 | 4 | 15.4 | 6.5 | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 11 Windshield dirty or obscured | 1 | 3.8 | 20.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 11.1 | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.8 | 1 | 3.8 | 1.6 | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 19 Other detection failures | 3 | 11.5 | 9.1 | 1 | 3.8 | 3.7 | 4 | 15.4 | 6.6 | |
| 9. | Driver Evaluation Failures | 5 | 19.2 | 1.4 | 0 | 0.0 | 0.0 | 5 | | | |
| | 01 Misperception of pedestrian's intent | 2 | 7.7 | 1.1 | 0 | 0.0 | 0.0 | 2 | 7.7 | 0.8 | |
| | 02 Poor prediction of pedestrian/vehicle path | 1 | 3.8 | 1.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 0.6 | |
| | 03 Alcohol/drug impairment | 2 | 7.7 | 2.8 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.9 | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| 10. | Driver Avoidance Action Failures | 2 | 7.7 | 1.0 | 0 | 0.0 | 0.0 | 2 | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 03 Lost control of vehicle, after avoidance action started | 1 | 3.8 | 4.5 | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.6 | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | |
| | 09 Other avoidance action failures | 1 | 3.8 | 6.2 | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.6 | |

| PED NOT IN ROADWAY PRECIPITATING PEDESTRIAN FACTORS | | N = 22 | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|--------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | 1.46 | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 4 | 18.2 | 0.4 | 3 | 13.6 | 0.4 | 7 | | | | |
| | 01 High exposure to vehicles | 1 | 4.5 | 0.4 | 1 | 4.5 | 0.6 | 2 | 9.0 | 0.5 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Poor target, short time exposure | 1 | 4.5 | 0.3 | 0 | 0.0 | 0.0 | 1 | 4.5 | 0.2 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 4.5 | 1.2 | 0 | 0.0 | 0.0 | 1 | 4.5 | 0.5 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 2 | 9.1 | 0.7 | 2 | 9.0 | 0.3 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 1 | 4.5 | 1.2 | 0 | 0.0 | 0.0 | 1 | 4.5 | 0.9 | | |
| 2. | Ped Search Failures | 7 | 31.8 | 0.8 | 4 | 18.2 | 1.0 | 11 | | | | |
| | 01 Ped search and detection failures, (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 1 | 4.5 | 5.9 | 0 | 0.0 | 0.0 | 1 | 4.5 | 3.3 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 1 | 4.5 | 0.9 | 1 | 4.5 | 1.3 | 2 | 9.0 | 1.0 | | |
| | 09 Distraction, other pedestrians | 3 | 13.6 | 3.5 | 2 | 9.1 | 1.6 | 5 | 22.7 | 2.4 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other search failures | 2 | 9.0 | 2.8 | 1 | 4.5 | 3.1 | 3 | 13.6 | 2.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 1 | 4.5 | 0.4 | 1 | 4.5 | 0.6 | 2 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 1 | 4.5 | 1.5 | 1 | 4.5 | 2.1 | 2 | 9.0 | 1.8 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Ped Evaluation Failures | 7 | 31.8 | 1.9 | 4 | 18.2 | 2.1 | 11 | | | | |
| | 01 Misperception of driver's intent | 5 | 22.7 | 5.1 | 1 | 4.5 | 2.6 | 6 | 27.2 | 4.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 2 | 9.1 | 1.7 | 3 | 13.6 | 3.6 | 5 | 22.7 | 2.4 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 4 | 18.2 | 2.2 | 3 | 13.6 | 2.8 | 7 | | | | |
| | 01 Improper decision | 2 | 9.1 | 2.4 | 1 | 4.5 | 4.0 | 3 | 13.6 | 2.8 | | |
| | 02 Environmental limits | 1 | 4.5 | 7.7 | 0 | 0.0 | 0.0 | 1 | 4.5 | 4.5 | | |
| | 03 Human factors limits | 1 | 4.5 | 2.0 | 0 | 0.0 | 0.0 | 1 | 4.5 | 1.1 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 2 | 9.1 | 6.5 | 2 | 9.0 | 3.3 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| PED NOT IN ROADWAY PRECIPITATING DRIVER FACTORS | | N = 22 1.4% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 11 | 50.0 | 3.2 | 5 | 22.7 | 2.9 | 16 | | | | |
| | 01 Limitation of avoidance response, speeding | 3 | 13.6 | 2.9 | 3 | 13.6 | 3.1 | 6 | 27.3 | 2.9 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 4 | 18.2 | 5.7 | 0 | 0.0 | 0.0 | 4 | 18.2 | 4.9 | | |
| | 09 Other course failures | 4 | 18.2 | 3.7 | 2 | 9.1 | 9.1 | 6 | 27.3 | 4.6 | | |
| 7. | Driver Search Failures | 10 | 45.4 | 2.2 | 6 | | 2.2 | 16 | | | | |
| | 01 Overload, too many activities | 1 | 4.5 | 5.3 | 1 | 4.5 | 6.7 | 2 | 9.1 | 5.9 | | |
| | 02 Distraction; traffic-related maneuver | 3 | 13.6 | 3.1 | 2 | 9.1 | 4.3 | 5 | 22.7 | 3.5 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 1 | 4.5 | 7.1 | 0 | 0.0 | 0.0 | 1 | 4.5 | 2.6 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 1 | 4.5 | 25.0 | 1 | 4.5 | 14.3 | | |
| | 06 Distraction; other | 2 | 9.1 | 6.1 | 0 | 0.0 | 0.0 | 2 | 9.1 | 4.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 1 | 4.5 | 1.0 | 1 | 4.5 | 3.0 | 2 | 9.1 | 1.5 | | |
| | 08 Inadequate search, did not look carefully | 2 | 9.1 | 1.4 | 1 | 4.5 | 1.1 | 3 | 13.6 | 1.3 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 6 | 27.3 | 1.2 | 3 | 13.6 | 0.9 | 9 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 1 | 4.5 | 2.2 | 1 | 4.5 | 6.2 | 2 | 9.1 | 3.3 | | |
| | 02 Parked cars | 1 | 4.5 | 1.0 | 1 | 4.5 | 2.2 | 2 | 9.1 | 1.3 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stepped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 1 | 4.5 | 1.6 | 0 | 0.0 | 0.0 | 1 | 4.5 | 0.7 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 1 | 4.5 | 2.9 | 0 | 0.0 | 0.0 | 1 | 4.5 | 1.6 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 2 | 9.1 | 6.1 | 1 | 4.5 | 3.7 | 3 | 13.6 | 5.0 | | |
| 9. | Driver Evaluation Failures | 11 | 50.0 | 3.0 | 3 | 13.6 | 1.9 | 14 | | | | |
| | 01 Misperception of pedestrian's intent | 4 | 18.2 | 2.2 | 1 | 4.5 | 1.8 | 5 | 22.7 | 2.1 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 3 | 13.6 | 3.1 | 2 | 9.1 | 3.4 | 5 | 22.7 | 3.2 | | |
| | 03 Alcohol/drug impairment | 4 | 18.2 | 5.6 | 0 | 0.0 | 0.0 | 4 | 18.2 | 3.8 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 4 | 18.2 | 2.0 | 3 | 13.6 | 2.5 | 7 | | | | |
| | 01 Improper decision | 2 | 9.1 | 3.9 | 0 | 0.0 | 0.0 | 2 | 9.1 | 2.7 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 4.5 | 1.9 | 1 | 4.5 | 3.0 | 2 | 9.1 | 2.3 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 2 | 9.1 | 8.3 | 2 | 9.1 | 3.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 1 | 4.5 | 6.2 | 0 | 0.0 | 0.0 | 1 | 4.5 | 3.6 | | |

| WALKING ALONG ROADWAY PRECIPITATING PEDESTRIAN FACTORS | | N = 178 11.6% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|------------------|----------------------|------------------------|----|----------------------|------------------------|-----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 122 | 68.5 | 11.3 | 96 | 53.9 | 11.6 | 218 | | | | |
| | 01 High exposure to vehicles | 27 | 15.2 | 12.3 | 30 | 16.8 | 18.3 | 57 | 32.0 | 14.8 | | |
| | 02 Poor target, slow speed | 1 | 0.6 | 5.0 | 2 | 1.1 | 7.4 | 3 | 1.7 | 6.4 | | |
| | 03 Poor target, short time exposure | 6 | 3.4 | 2.1 | 5 | 2.8 | 2.8 | 11 | 6.1 | 2.3 | | |
| | 04 Poor target, unexpected or unusual place | 10 | 5.6 | 12.5 | 24 | 13.5 | 21.6 | 34 | 19.1 | 17.8 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 2 | 1.1 | 0.7 | 2 | 1.1 | 0.3 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 71 | 39.9 | 86.6 | 32 | 18.0 | 72.7 | 103 | 57.9 | 81.7 | | |
| | 09 Other course failures | 7 | 3.9 | 8.4 | 1 | 0.6 | 4.7 | 8 | 4.5 | 7.7 | | |
| 2. | Ped Search Failures | 83 | 46.6 | 9.5 | 54 | 30.3 | 12.9 | 137 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 33 | 18.5 | 12.3 | 5 | 2.8 | 21.7 | 38 | 20.9 | 13.0 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 2 | 1.1 | 25.0 | 2 | 1.1 | 10.0 | | |
| | 03 Distraction (no further info.) | 1 | 0.6 | 5.9 | 2 | 1.1 | 15.4 | 3 | 1.7 | 10.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 1 | 0.6 | 5.3 | 1 | 0.6 | 10.0 | 2 | 1.1 | 6.9 | | |
| | 08 Distraction, play activity | 3 | 1.7 | 2.8 | 3 | 1.7 | 3.8 | 6 | 3.4 | 3.2 | | |
| | 09 Distraction, other pedestrians | 9 | 5.1 | 10.6 | 24 | 13.5 | 19.2 | 33 | 18.5 | 15.7 | | |
| | 10 Inadequate search, looked but didn't see | 3 | 1.7 | 3.9 | 0 | 0.0 | 0.0 | 3 | 1.7 | 3.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 30 | 16.9 | 17.6 | 16 | 9.0 | 21.9 | 46 | 25.8 | 19.0 | | |
| | 19 Other search failures | 3 | 1.7 | 4.3 | 1 | 0.6 | 3.1 | 4 | 2.2 | 3.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 8 | 4.5 | 3.6 | 11 | 6.2 | 6.2 | 19 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 1 | 0.6 | 1.5 | 1 | 0.6 | 2.1 | 2 | 1.1 | 1.8 | | |
| | 03 Moving traffic | 2 | 1.1 | 4.6 | 3 | 1.7 | 10.3 | 5 | 2.8 | 6.9 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 3 | 1.7 | 33.3 | 4 | 2.2 | 19.0 | 7 | 3.9 | 23.3 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 1 | 0.6 | 5.5 | 2 | 1.1 | 16.7 | 3 | 1.7 | 10.0 | | |
| | 19 Other detection failures | 1 | 0.6 | 4.8 | 1 | 0.6 | 5.6 | 2 | 1.1 | 5.1 | | |
| 4. | Ped Evaluation Failures | 39 | 21.9 | 10.4 | 29 | 16.3 | 15.5 | 68 | | | | |
| | 01 Misperception of driver's intent | 7 | 3.9 | 7.1 | 3 | 1.7 | 7.9 | 10 | 5.6 | 7.3 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 14 | 7.8 | 11.7 | 14 | 7.9 | 16.7 | 28 | 15.7 | 18.7 | | |
| | 03 Alcohol/drug impairment | 16 | 9.0 | 12.7 | 11 | 6.2 | 21.6 | 27 | 15.1 | 15.2 | | |
| | 09 Other evaluation failures | 2 | 1.1 | 6.9 | 1 | 0.6 | 7.7 | 3 | 1.7 | 7.1 | | |
| 5. | Ped Avoidance Action Failures | 16 | 9.0 | 8.7 | 7 | 3.9 | 6.4 | 23 | | | | |
| | 01 Improper decision | 7 | 3.9 | 8.5 | 0 | 0.0 | 0.0 | 7 | 3.9 | 6.5 | | |
| | 02 Environmental limits | 1 | 0.6 | 7.7 | 0 | 0.0 | 0.0 | 1 | 0.6 | 4.5 | | |
| | 03 Human factors limits | 5 | 2.8 | 10.0 | 5 | 2.8 | 12.8 | 10 | 5.6 | 11.2 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 2 | 1.1 | 6.9 | 2 | 1.1 | 6.5 | 4 | 2.2 | 6.7 | | |
| | 09 Other avoidance action failures | 1 | 0.6 | 12.5 | 0 | 0.0 | 0.0 | 1 | 0.6 | 7.7 | | |

| WALKING ALONG ROADWAY PRECIPITATING DRIVER FACTORS | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| N = 178 11.6% | | | | | | | | | | |
| 6. | Driver Course (Risk-taking) Failures | 56 | 31.5 | 16.4 | 20 | 11.2 | 11.6 | 76 | | |
| | 01 Limitation of avoidance response, speeding | 13 | 7.3 | 12.4 | 9 | 5.1 | 9.2 | 22 | 12.3 | 10.8 |
| | 02 Limitation of avoidance response, weather | 4 | 2.2 | 20.0 | 5 | 2.8 | 19.2 | 9 | 5.1 | 19.6 |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Unexpected course, run stop sign | 1 | 0.6 | 20.0 | 0 | 0.0 | 0.0 | 1 | 0.6 | 22.2 |
| | 06 Unexpected course, wrong side of road | 7 | 3.9 | 28.0 | 2 | 1.1 | 15.4 | 9 | 5.1 | 23.7 |
| | 07 Out of control, prior to involvement with pedestrian | 5 | 2.8 | 7.1 | 2 | 1.1 | 16.7 | 7 | 3.9 | 8.5 |
| | 09 Other course failures | 26 | 14.6 | 23.9 | 2 | 1.1 | 9.1 | 28 | 15.7 | 21.4 |
| 7. | Driver Search Failures | 52 | 29.2 | 11.4 | 39 | 21.9 | 14.3 | 91 | | |
| | 01 Overload, too many activities | 4 | 2.2 | 21.1 | 2 | 1.1 | 13.3 | 6 | 3.4 | 17.6 |
| | 02 Distraction; traffic-related maneuver | 16 | 9.0 | 16.7 | 8 | 4.5 | 17.0 | 24 | 13.5 | 16.8 |
| | 03 Distraction; other pedestrians | 6 | 3.4 | 11.8 | 4 | 2.2 | 11.4 | 10 | 5.6 | 11.6 |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 3 | 1.7 | 12.5 | 3 | 1.7 | 7.9 |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Distraction; other | 2 | 1.1 | 6.1 | 2 | 1.2 | 13.3 | 4 | 2.2 | 8.3 |
| | 07 Inattention, not attending to driving, no specific distraction | 11 | 6.2 | 11.3 | 7 | 3.9 | 21.2 | 18 | 10.1 | 13.8 |
| | 08 Inadequate search, did not look carefully | 13 | 7.3 | 9.4 | 12 | 6.7 | 12.6 | 25 | 14.0 | 10.7 |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 8. | Driver Detection (Perceptual Interference) Failures | 57 | 32.0 | 11.4 | 57 | 32.0 | 17.8 | 114 | | |
| | 01 Not explainable, apparently adequate search but detection failure | 7 | 3.9 | 15.6 | 3 | 1.7 | 18.8 | 10 | 5.6 | 16.4 |
| | 02 Parked cars | 1 | 0.6 | 1.0 | 1 | 0.6 | 2.2 | 2 | 1.1 | 1.3 |
| | 03 Moving traffic | 12 | 6.7 | 16.7 | 10 | 5.6 | 22.2 | 22 | 12.3 | 18.8 |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting (roadside) | 13 | 7.3 | 21.0 | 24 | 13.5 | 28.2 | 37 | 20.8 | 25.2 |
| | 07 Poor lighting (vehicular) | 1 | 0.6 | 20.0 | 1 | 0.6 | 25.0 | 2 | 1.1 | 22.2 |
| | 08 Sun blinding | 2 | 1.1 | 13.3 | 2 | 1.1 | 25.0 | 4 | 2.2 | 17.4 |
| | 09 Headlight blinding | 6 | 3.4 | 23.1 | 1 | 0.6 | 5.9 | 7 | 3.9 | 16.3 |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 11 Windshield dirty or obscured | 1 | 0.6 | 20.0 | 2 | 1.1 | 50.0 | 3 | 1.7 | 33.3 |
| | 12 Trees, brush, woods, etc. | 1 | 0.6 | 2.9 | 3 | 1.7 | 11.5 | 4 | 2.2 | 6.5 |
| | 13 Weather conditions | 7 | 3.9 | 30.4 | 4 | 2.2 | 22.2 | 11 | 6.2 | 26.8 |
| | 19 Other detection failures | 6 | 3.4 | 18.2 | 5 | 2.8 | 18.5 | 11 | 6.2 | 18.3 |
| 9. | Driver Evaluation Failures | 59 | 33.1 | 16.3 | 24 | 13.5 | 15.4 | 83 | | |
| | 01 Misperception of pedestrian's intent | 16 | 9.0 | 8.8 | 4 | 2.2 | 7.0 | 20 | 11.2 | 8.4 |
| | 02 Poor prediction of pedestrian/vehicle path | 31 | 17.4 | 31.6 | 11 | 6.2 | 19.0 | 42 | 23.6 | 26.9 |
| | 03 Alcohol/drug impairment | 12 | 6.7 | 16.7 | 8 | 4.5 | 25.0 | 20 | 11.2 | 19.2 |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 1 | 0.6 | 12.5 | 1 | 0.6 | 6.2 |
| 10. | Driver Avoidance Action Failures | 20 | 11.2 | 9.9 | 14 | 7.9 | 11.7 | 34 | | |
| | 01 Improper decision | 6 | 3.4 | 11.8 | 4 | 2.2 | 16.7 | 10 | 5.6 | 13.3 |
| | 02 Environmental limits, i.e., slippery surface | 7 | 3.9 | 13.0 | 3 | 1.7 | 9.1 | 10 | 5.6 | 11.5 |
| | 03 Lost control of vehicle, after avoidance action started | 1 | 0.6 | 4.5 | 3 | 1.7 | 18.8 | 4 | 2.2 | 10.5 |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 2 | 1.1 | 4.7 | 2 | 1.1 | 8.3 | 4 | 2.2 | 6.0 |
| | 05 Vehicular limits, inadequate brakes or steering | 1 | 0.6 | 7.1 | 2 | 1.1 | 20.0 | 3 | 1.7 | 12.5 |
| | 09 Other avoidance action failures | 3 | 1.7 | 18.8 | 0 | 0.0 | 0.0 | 3 | 1.7 | 10.7 |

| HITCHHIKING PRECIPITATING PEDESTRIAN FACTORS | | N = 23 1.5% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|--|----------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. Ped Course (Risk-taking) Failures | | 18 | 78.3 | 1.7 | 15 | 65.2 | 1.8 | 33 | | | | |
| 01 High exposure to vehicles | | 9 | 39.1 | 4.1 | 5 | 21.7 | 3.0 | 14 | 60.9 | 3.6 | | |
| 02 Poor target, slow speed | | 0 | 0.0 | 0.0 | 1 | 4.3 | 3.7 | 1 | 4.3 | 2.1 | | |
| 03 Poor target, short time exposure | | 3 | 13.0 | 1.0 | 0 | 0.0 | 0.0 | 3 | 13.0 | 0.6 | | |
| 04 Poor target, unexpected or unusual place | | 2 | 8.7 | 2.5 | 6 | 26.1 | 5.4 | 8 | 34.8 | 4.1 | | |
| 05 Poor target, running | | 0 | 0.0 | 0.0 | 1 | 4.3 | 0.3 | 1 | 4.3 | 0.2 | | |
| 06 Poor target, crossing against light | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 07 Walking with traffic, wrong side of road | | 4 | 17.4 | 4.9 | 1 | 4.3 | 2.2 | 5 | 21.7 | 3.9 | | |
| 09 Other course failures | | 0 | 0.0 | 0.0 | 1 | 4.3 | 4.7 | 1 | 4.3 | 0.9 | | |
| 2. Ped Search Failures | | 10 | 43.5 | 1.1 | 1 | 4.3 | 0.2 | 11 | | | | |
| 01 Ped search and detection failure, (no further info.) | | 9 | 39.1 | 3.3 | 0 | 0.0 | 0.0 | 9 | 39.1 | 3.0 | | |
| 02 Overload | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 03 Distraction (no further info.) | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 04 Distraction, traffic signal | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 05 Distraction, traffic during 1st half of crossing | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 06 Distraction, traffic during 2nd half of crossing | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 07 Distraction, hostile person and/or animal | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 08 Distraction, play activity | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 09 Distraction, other pedestrians | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10 Inadequate search, looked but didn't see | | 0 | 0.0 | 0.0 | 1 | 4.3 | 4.2 | 1 | 4.3 | 1.0 | | |
| 11 Inattention, didn't look, day dreaming, etc. | | 1 | 4.3 | 0.6 | 0 | 0.0 | 0.0 | 1 | 4.3 | 0.4 | | |
| 19 Other search failures | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 3. Ped Detection (Perceptual Interference) Failures | | 1 | 4.3 | 0.4 | 4 | 17.4 | 2.3 | 5 | | | | |
| 01 Not explainable, adequate search but detection failure | | 1 | 4.3 | 5.9 | 0 | 0.0 | 0.0 | 1 | 4.3 | 4.8 | | |
| 02 Parked car | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 03 Moving traffic | | 0 | 0.0 | 0.0 | 2 | 8.7 | 6.9 | 2 | 8.7 | 2.7 | | |
| 04 Standing traffic | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 05 Stopped bus | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 06 Poor lighting | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 07 Sun | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 08 Building, posts, street furniture, etc. | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 09 Trees, brush, weeds, etc. | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 19 Other detection failures | | 0 | 0.0 | 0.0 | 2 | 8.7 | 11.1 | 2 | 8.7 | 5.1 | | |
| 4. Ped Evaluation Failures | | 11 | 47.8 | 2.9 | 6 | 26.1 | 3.2 | 17 | | | | |
| 01 Misperception of driver's intent | | 2 | 8.7 | 2.0 | 3 | 13.0 | 7.9 | 5 | 21.7 | 3.7 | | |
| 02 Poor prediction of pedestrian/vehicle path | | 5 | 21.7 | 4.2 | 0 | 0.0 | 0.0 | 5 | 21.7 | 2.4 | | |
| 03 Alcohol/drug impairment | | 4 | 17.4 | 3.2 | 3 | 13.0 | 5.9 | 7 | 30.4 | 3.9 | | |
| 09 Other evaluation failures | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. Ped Avoidance Action Failures | | 2 | 8.7 | 1.1 | 0 | 0.0 | 0.0 | 2 | | | | |
| 01 Improper decision | | 2 | 8.7 | 2.4 | 0 | 0.0 | 0.0 | 2 | 8.7 | 1.9 | | |
| 02 Environmental limits | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 03 Human factors limits | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 04 Pedestrian and driver interaction, failed to match evasive actions | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 09 Other avoidance action failures | | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| HITCHHIKING PRECIPITATING DRIVER FACTORS | | N = 23 1.5% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 6 | 26.1 | 1.8 | 3 | 13.0 | 1.7 | 9 | | | | |
| | 01 Limitation of avoidance response, speeding | 1 | 4.3 | 1.0 | 1 | 4.3 | 1.0 | 2 | 8.7 | 1.0 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 1 | 4.3 | 3.8 | 1 | 4.3 | 2.2 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 1 | 4.3 | 8.3 | 1 | 4.3 | 1.2 | | |
| | 09 Other course failures | 5 | 21.7 | 4.6 | 0 | 0.0 | 0.0 | 5 | 21.7 | 3.8 | | |
| 7. | Driver Search Failures | 8 | 34.8 | 1.7 | 5 | 21.7 | 1.8 | 13 | | | | |
| | 01 Overload, too many activities | 1 | 4.3 | 5.3 | 0 | 0.0 | 0.0 | 1 | 4.3 | 2.9 | | |
| | 02 Distraction; traffic-related maneuver | 3 | 13.0 | 3.1 | 1 | 4.3 | 2.1 | 4 | 17.4 | 2.8 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 2 | 8.7 | 13.3 | 2 | 8.7 | 4.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Inadequate search, did not look carefully | 4 | 17.4 | 2.9 | 2 | 8.7 | 2.1 | 6 | 26.1 | 2.6 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 4 | 17.4 | 0.8 | 9 | 39.1 | 2.8 | 13 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 1 | 4.3 | 1.4 | 3 | 13.0 | 6.7 | 4 | 17.4 | 3.4 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 2 | 8.7 | 3.2 | 1 | 4.3 | 1.2 | 3 | 13.0 | 2.0 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 1 | 4.3 | 25.0 | 1 | 4.3 | 11.1 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 1 | 4.3 | 4.3 | 3 | 13.0 | 16.7 | 4 | 17.4 | 9.7 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 1 | 4.3 | 3.7 | 1 | 4.3 | 1.6 | | |
| 9. | Driver Evaluation Failures | 7 | 30.4 | 1.9 | 3 | 13.0 | 1.9 | 10 | | | | |
| | 01 Misperception of pedestrian's intent | 2 | 8.7 | 1.1 | 0 | 0.0 | 0.0 | 2 | 8.7 | 0.8 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 4 | 17.4 | 4.1 | 1 | 4.3 | 1.7 | 5 | 21.7 | 3.2 | | |
| | 03 Alcohol/drug impairment | 1 | 4.3 | 1.4 | 2 | 8.7 | 6.2 | 3 | 13.0 | 2.9 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 2 | 8.7 | 1.0 | 1 | 4.3 | 0.8 | 3 | | | | |
| | 01 Improper decision | 1 | 4.3 | 2.0 | 0 | 0.0 | 0.0 | 1 | 4.3 | 1.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 4.3 | 1.9 | 1 | 4.3 | 3.0 | 2 | 8.7 | 2.3 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| VENDOR/ICE CREAM TRUCK PRECIPITATING PEDESTRIAN FACTORS | | N = 21 1.4% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 20 | 95.2 | 1.8 | 19 | 90.5 | 2.3 | 39 | | | | |
| | 01 High exposure to vehicles | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Poor target, short time exposure | 15 | 71.4 | 5.2 | 4 | 19.0 | 2.2 | 19 | 90.5 | 4.0 | | |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Poor target, running | 5 | 23.8 | 1.7 | 14 | 66.7 | 5.0 | 19 | 90.5 | 3.3 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Other course failures | 0 | 0.0 | 0.0 | 1 | 4.8 | 4.7 | 1 | 4.8 | 0.9 | | |
| 2. | Ped Search Failures | 19 | 90.5 | 2.2 | 5 | 23.8 | 1.2 | 24 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 3 | 14.3 | 1.1 | 0 | 0.0 | 0.0 | 3 | 14.3 | 1.0 | | |
| | 02 Overload | 1 | 4.8 | 8.3 | 0 | 0.0 | 0.0 | 1 | 4.8 | 5.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 1 | 4.8 | 1.3 | 1 | 4.8 | 5.3 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 1 | 4.8 | 0.8 | 1 | 4.8 | 0.5 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 8 | 38.1 | 4.7 | 2 | 9.5 | 2.7 | 10 | 47.6 | 4.1 | | |
| | 18 Other search failures | 7 | 33.3 | 10.0 | 1 | 4.8 | 3.1 | 8 | 38.0 | 7.8 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 7 | 33.3 | 3.2 | 6 | 28.6 | 3.4 | 13 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 5 | 23.8 | 7.6 | 3 | 14.3 | 6.4 | 8 | 38.0 | 7.0 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 2 | 9.5 | 6.7 | 3 | 14.3 | 10.0 | 5 | 23.8 | 8.3 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 18 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Ped Evaluation Failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | | | |
| | 01 Misperception of driver's intent | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 1 | 4.8 | 0.5 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Other avoidance action failures | 1 | 4.8 | 12.5 | 0 | 0.0 | 0.0 | 1 | 4.8 | 7.7 | | |

| VENDOR/ICE CREAM TRUCK PRECIPITATING DRIVER FACTORS | | N = 21 1.4% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|----------------------|------------------------|---|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 3 | 14.3 | 0.9 | 4 | 19.0 | 2.3 | 7 | | | | |
| | 01 Limitation of avoidance response, speeding | 1 | 4.8 | 1.0 | 2 | 9.5 | 2.0 | 3 | 14.3 | 1.5 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 1 | 4.8 | 4.0 | 1 | 4.8 | 7.7 | 2 | 9.5 | 5.3 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 1 | 4.8 | 1.0 | 1 | 4.8 | 4.5 | 2 | 9.5 | 1.5 | | |
| 7. | Driver Search Failures | 6 | 28.6 | 1.3 | 5 | 23.8 | 1.8 | 11 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 0 | 0.0 | 0.0 | 1 | 4.8 | 2.1 | 1 | 4.8 | 0.7 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 2 | 9.5 | 2.1 | 0 | 0.0 | 0.0 | 2 | 9.5 | 1.5 | | |
| | 08 Inadequate search, did not look carefully | 4 | 19.0 | 2.9 | 4 | 19.0 | 4.2 | 8 | 38.1 | 3.4 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 15 | 71.4 | 3.0 | 5 | 23.8 | 1.6 | 20 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 10 | 47.6 | 9.6 | 5 | 23.8 | 11.1 | 15 | 71.4 | 10.1 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 5 | 23.8 | 9.4 | 0 | 0.0 | 0.0 | 5 | 23.8 | 7.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 9. | Driver Evaluation Failures | 1 | 4.8 | 0.3 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Misperception of pedestrian's intent | 1 | 4.8 | 0.5 | 0 | 0.0 | 0.0 | 1 | 4.8 | 0.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 1 | 4.8 | 0.5 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 4.8 | 1.9 | 0 | 0.0 | 0.0 | 1 | 4.8 | 1.1 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| DISABLED VEHICLE-RELATED PRECIPITATING PEDESTRIAN FACTORS | | N = 86 5.6% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 48 | 55.8 | 4.5 | 51 | 59.3 | 6.2 | 99 | | | | |
| | 01 High exposure to vehicles | 20 | 23.3 | 9.1 | 26 | 30.2 | 15.8 | 46 | 53.5 | 11.9 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 1 | 1.2 | 3.7 | 1 | 1.1 | 2.1 | | |
| | 03 Poor target, short time exposure | 3 | 3.5 | 1.0 | 1 | 1.2 | 0.6 | 4 | 4.7 | 0.8 | | |
| | 04 Poor target, unexpected or unusual place | 16 | 18.6 | 20.0 | 20 | 23.3 | 18.0 | 36 | 41.9 | 18.8 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 1 | 1.2 | 1.2 | 0 | 0.0 | 0.0 | 1 | 1.1 | 7.9 | | |
| | 09 Other course failures | 8 | 9.3 | 9.6 | 3 | 3.5 | 14.3 | 11 | 12.8 | 10.5 | | |
| 2. | Ped Search Failures | 30 | 34.9 | 3.4 | 25 | 29.1 | 6.0 | 55 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 5 | 5.8 | 1.9 | 3 | 3.5 | 13.0 | 8 | 9.3 | 2.7 | | |
| | 02 Overload | 2 | 2.3 | 16.6 | 2 | 2.3 | 25.0 | 4 | 4.7 | 20.0 | | |
| | 03 Distraction (no further info.) | 3 | 3.5 | 17.6 | 4 | 4.6 | 30.8 | 7 | 8.1 | 23.3 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Distraction, other pedestrians | 2 | 2.3 | 2.3 | 6 | 7.0 | 4.8 | 8 | 9.3 | 3.8 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 1 | 1.2 | 4.2 | 1 | 1.1 | 1.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 4 | 4.6 | 2.3 | 1 | 1.2 | 1.4 | 5 | 5.8 | 2.0 | | |
| | 19 Other search failures | 14 | 16.3 | 20.0 | 8 | 9.3 | 25.0 | 22 | 25.6 | 21.6 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 9 | 10.5 | 4.1 | 17 | 19.8 | 9.7 | 26 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 3 | 3.5 | 4.5 | 7 | 8.1 | 14.9 | 10 | 11.6 | 8.8 | | |
| | 03 Moving traffic | 1 | 1.2 | 2.3 | 0 | 0.0 | 0.0 | 1 | 1.1 | 1.3 | | |
| | 04 Standing traffic | 3 | 3.5 | 10.0 | 7 | 8.1 | 23.3 | 10 | 11.6 | 16.7 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 3 | 3.5 | 14.3 | 3 | 3.4 | 10.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 2 | 2.3 | 9.5 | 0 | 0.0 | 0.0 | 2 | 2.3 | 5.1 | | |
| 4. | Ped Evaluation Failures | 13 | 15.1 | 3.5 | 7 | 8.1 | 3.7 | 20 | | | | |
| | 01 Misperception of driver's intent | 4 | 4.6 | 4.1 | 2 | 2.3 | 5.3 | 6 | 6.9 | 4.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 6 | 7.0 | 5.0 | 3 | 3.5 | 3.6 | 9 | 10.4 | 4.4 | | |
| | 03 Alcohol/drug impairment | 3 | 3.5 | 2.4 | 2 | 3.5 | 3.9 | 5 | 5.8 | 2.8 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 7 | 8.1 | 3.8 | 5 | 5.8 | 4.6 | 12 | | | | |
| | 01 Improper decision | 4 | 4.6 | 4.9 | 0 | 0.0 | 0.0 | 4 | 4.7 | 3.7 | | |
| | 02 Environmental limits | 1 | 1.2 | 7.7 | 3 | 3.5 | 33.3 | 4 | 4.7 | 18.2 | | |
| | 03 Human factors limits | 1 | 1.2 | 2.0 | 2 | 2.3 | 5.1 | 3 | 3.4 | 3.3 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 1 | 1.2 | 3.4 | 0 | 0.0 | 0.0 | 1 | 1.1 | 1.6 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| DISABLED VEHICLE-RELATED PRECIPITATING DRIVER FACTORS | | N = 86 5.6% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|-------------------------|---------------------------|----|-------------------------|---------------------------|----|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 33 | 38.4 | 9.6 | 18 | 20.9 | 10.4 | 51 | | | | |
| | 01 Limitation of avoidance response, speeding | 5 | 5.8 | 4.8 | 10 | 11.6 | 10.2 | 15 | 17.4 | 7.4 | | |
| | 02 Limitation of avoidance response, weather | 6 | 7.0 | 30.0 | 3 | 3.5 | 11.5 | 9 | 10.5 | 19.6 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 4 | 4.6 | 16.0 | 0 | 0.0 | 0.0 | 4 | 4.6 | 10.5 | | |
| | 07 Out of control, prior to involvement with pedestrian | 11 | 12.8 | 15.7 | 3 | 3.5 | 25.0 | 14 | 16.3 | 17.1 | | |
| | 09 Other course failures | 7 | 8.1 | 6.4 | 2 | 2.3 | 9.1 | 9 | 10.3 | 6.9 | | |
| 7. | Driver Search Failures | 29 | 33.7 | 6.3 | 16 | 18.6 | 5.9 | 45 | | | | |
| | 01 Overload, too many activities | 1 | 1.2 | 5.3 | 1 | 1.2 | 6.7 | 2 | 2.3 | 5.9 | | |
| | 02 Distraction; traffic-related maneuver | 4 | 4.6 | 4.2 | 3 | 3.5 | 6.4 | 7 | 8.1 | 4.9 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 2 | 2.3 | 14.3 | 1 | 1.2 | 4.2 | 3 | 3.5 | 7.9 | | |
| | 05 Distraction; adjusting car, clothing or load | 1 | 1.2 | 33.3 | 0 | 0.0 | 0.0 | 1 | 1.2 | 14.3 | | |
| | 06 Distraction; other | 6 | 7.0 | 18.2 | 1 | 1.2 | 6.7 | 7 | 8.1 | 14.6 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 9 | 10.5 | 9.3 | 4 | 4.7 | 12.1 | 13 | 15.1 | 10.0 | | |
| | 08 Inadequate search, did not look carefully | 5 | 5.8 | 3.6 | 6 | 7.0 | 6.3 | 11 | 12.8 | 4.7 | | |
| | 09 Other search failures | 1 | 1.2 | 16.7 | 0 | 0.0 | 0.0 | 1 | 1.2 | 10.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 33 | 38.4 | 6.6 | 18 | 20.9 | 5.6 | 51 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 4 | 4.6 | 8.9 | 0 | 0.0 | 0.0 | 4 | 4.6 | 6.5 | | |
| | 02 Parked cars | 1 | 1.2 | 1.0 | 4 | 4.6 | 8.9 | 5 | 5.8 | 3.3 | | |
| | 03 Moving traffic | 5 | 5.8 | 6.9 | 1 | 1.2 | 2.2 | 6 | 7.0 | 5.1 | | |
| | 04 Standing traffic | 3 | 3.5 | 5.7 | 2 | 2.3 | 11.1 | 5 | 5.8 | 7.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 4 | 4.6 | 6.4 | 4 | 4.6 | 4.7 | 8 | 9.3 | 5.4 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 3 | 3.5 | 20.0 | 0 | 0.0 | 0.0 | 3 | 3.5 | 13.0 | | |
| | 09 Headlight blinding | 8 | 9.3 | 30.8 | 2 | 2.3 | 11.8 | 10 | 11.6 | 23.2 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 5 | 5.8 | 21.7 | 4 | 4.6 | 22.2 | 9 | 10.5 | 21.9 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 1 | 1.2 | 3.7 | 1 | 1.2 | 1.6 | | |
| 9. | Driver Evaluation Failures | 18 | 20.9 | 5.0 | 8 | 9.3 | 5.1 | 26 | | | | |
| | 01 Misperception of pedestrian's intent | 1 | 1.2 | 0.5 | 1 | 1.2 | 1.8 | 2 | 2.3 | 0.8 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 6 | 7.0 | 6.1 | 0 | 0.0 | 0.0 | 6 | 7.0 | 3.8 | | |
| | 03 Alcohol/drug impairment | 10 | 11.6 | 13.9 | 6 | 7.0 | 18.8 | 16 | 18.6 | 15.4 | | |
| | 09 Other evaluation failures | 1 | 1.2 | 12.5 | 1 | 1.2 | 12.5 | 2 | 2.3 | 12.5 | | |
| 10. | Driver Avoidance Action Failures | 19 | 22.1 | 9.4 | 12 | 13.9 | 10.0 | 31 | | | | |
| | 01 Improper decision | 4 | 4.5 | 7.8 | 0 | 0.0 | 0.0 | 4 | 4.5 | 5.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 6 | 7.0 | 11.1 | 7 | 8.1 | 21.2 | 13 | 15.1 | 14.9 | | |
| | 03 Lost control of vehicle, after avoidance action started | 4 | 4.5 | 18.2 | 2 | 2.3 | 12.5 | 6 | 7.0 | 15.8 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 1 | 1.2 | 2.3 | 0 | 0.0 | 0.0 | 1 | 1.2 | 1.5 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 1 | 1.2 | 7.1 | 2 | 2.3 | 20.0 | 3 | 3.5 | 12.5 | | |
| | 09 Other avoidance action failures | 3 | 3.5 | 18.8 | 1 | 1.2 | 8.3 | 4 | 4.6 | 14.3 | | |

| RESULT OF AUTO-AUTO CRASH PRECIPITATING PEDESTRIAN FACTORS | | N = 14 0.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|----------------------|------------------------|---|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Pad Course (Risk-taking) Failures | 3 | 21.4 | 0.3 | 7 | 50.0 | 0.8 | 10 | | | | |
| | 01 High exposure to vehicles | 2 | 14.3 | 0.9 | 4 | 28.6 | 2.4 | 6 | 43.0 | 1.6 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Poor target, short time exposure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 2 | 14.3 | 1.8 | 2 | 14.2 | 1.0 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 1 | 7.1 | 1.2 | 1 | 7.1 | 4.7 | 2 | 14.2 | 1.9 | | |
| 2. | Pad Search Failures | 2 | 14.3 | 0.2 | 5 | 35.7 | 1.2 | 7 | | 2.4 | | |
| | 01 Ped search and detection failure, (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 1 | 7.1 | 5.9 | 1 | 7.1 | 7.7 | 2 | 14.2 | 6.7 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 1 | 7.1 | 0.6 | 4 | 64.3 | 5.5 | 5 | 36.0 | 2.0 | | |
| | 19 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 3. | Pad Detection (Perceptual Interference) Failures | 3 | 21.4 | 1.4 | 0 | 0.0 | 0.0 | 3 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 2 | 14.3 | 3.0 | 0 | 0.0 | 0.0 | 2 | 14.2 | 1.8 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 1 | 7.1 | 3.3 | 0 | 0.0 | 0.0 | 1 | 7.1 | 1.7 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Pad Evaluation Failures | 1 | 7.1 | 0.3 | 3 | 21.4 | 1.6 | 4 | | | | |
| | 01 Misperception of driver's intent | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 2 | 14.3 | 2.4 | 2 | 14.2 | 0.9 | | |
| | 03 Alcohol/drug impairment | 1 | 7.1 | 0.8 | 1 | 7.1 | 2.0 | 2 | 14.2 | 1.1 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Pad Avoidance Action Failures | 1 | 7.1 | 0.5 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 1 | 7.1 | 12.5 | 0 | 0.0 | 0.0 | 1 | 7.1 | 7.7 | | |

| RESULT OF AUTO-AUTO CRASH PRECIPITATING DRIVER FACTORS | | N = 14 0.9% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 10 | 71.4 | 2.9 | 4 | 28.6 | 2.3 | 14 | | | | |
| | 01 Limitation of avoidance response, speeding | 3 | 21.4 | 2.9 | 3 | 21.4 | 3.1 | 6 | 42.8 | 2.9 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 1 | 7.1 | 14.3 | 0 | 0.0 | 0.0 | 1 | 7.1 | 12.5 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 2 | 14.3 | 8.0 | 0 | 0.0 | 0.0 | 2 | 14.3 | 5.3 | | |
| | 07 Out of control, prior to involvement with pedestrian | 3 | 21.4 | 4.3 | 1 | 7.1 | 8.3 | 4 | 28.6 | 4.9 | | |
| | 09 Other course failures | 1 | 7.1 | 1.0 | 0 | 0.0 | 0.0 | 1 | 7.1 | 0.8 | | |
| 7. | Driver Search Failures | 9 | 64.3 | 2.0 | 5 | 35.7 | 1.8 | 14 | | | | |
| | 01 Overload, too many activities | 1 | 7.1 | 5.3 | 1 | 7.1 | 6.7 | 2 | 14.3 | 5.9 | | |
| | 02 Distraction; traffic-related maneuver | 2 | 14.3 | 2.1 | 1 | 7.1 | 2.1 | 3 | 21.4 | 2.1 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 1 | 7.1 | 3.0 | 0 | 0.0 | 0.0 | 1 | 7.1 | 2.1 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 4 | 28.6 | 4.1 | 2 | 14.3 | 6.1 | 6 | 42.8 | 4.6 | | |
| | 08 Inadequate search, did not look carefully | 1 | 7.1 | 0.7 | 1 | 7.1 | 1.1 | 2 | 14.3 | | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 3 | 21.4 | 0.6 | 3 | 21.4 | 0.9 | 6 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 1 | 7.1 | 2.2 | 1 | 7.1 | 0.7 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 1 | 7.1 | 2.2 | 1 | 7.1 | 0.8 | | |
| | 04 Standing traffic | 1 | 7.1 | 1.9 | 0 | 0.0 | 0.0 | 1 | 7.1 | 1.4 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 1 | 7.1 | 1.6 | 0 | 0.0 | 0.0 | 1 | 7.1 | 0.7 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 1 | 7.1 | 5.9 | 1 | 7.1 | 2.3 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 1 | 7.1 | 4.3 | 0 | 0.0 | 0.0 | 1 | 7.1 | 2.4 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 9. | Driver Evaluation Failures | 5 | 35.7 | 1.4 | 0 | 0.0 | 0.0 | 5 | | | | |
| | 01 Misperception of pedestrian's intent | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 5 | 35.7 | 6.9 | 0 | 0.0 | 0.0 | 5 | 35.7 | 4.8 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 2 | 14.3 | 1.0 | 1 | 7.1 | 0.8 | 3 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 1 | 7.1 | 3.0 | 1 | 7.1 | 1.1 | | |
| | 03 Lost control of vehicle, after avoidance action started | 2 | 14.3 | 9.1 | 0 | 0.0 | 0.0 | 2 | 14.3 | 5.3 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| WORKING ON ROADWAY PRECIPITATING PEDESTRIAN FACTORS | | N = 26 1.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|-------------------------|---------------------------|---|-------------------------|---------------------------|----|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 7 | 26.9 | 0.6 | 6 | 23.1 | 0.7 | 13 | | | | |
| | 01 High exposure to vehicles | 1 | 3.8 | 0.4 | 4 | 15.4 | 2.4 | 5 | 19.2 | 1.3 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.7 | 1 | 3.8 | 2.1 | | |
| | 03 Poor target, short time exposure | 2 | 7.7 | 0.7 | 0 | 0.0 | 0.0 | 2 | 7.7 | 0.4 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 3.8 | 1.2 | 1 | 3.8 | 0.9 | 2 | 7.7 | 1.0 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 3 | 11.5 | 3.6 | 0 | 0.0 | 0.0 | 3 | 11.5 | 2.8 | | |
| 2. | Ped Search Failures | 13 | 50.0 | 1.5 | 2 | 7.7 | 0.5 | 15 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 3 | 11.5 | 1.1 | 0 | 0.0 | 0.0 | 3 | 11.5 | 1.0 | | |
| | 02 Overload | 2 | 7.7 | 16.6 | 1 | 3.8 | 12.5 | 3 | 11.5 | 15.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Inadequate search, looked but didn't see | 1 | 3.8 | 1.3 | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 2 | 7.7 | 1.2 | 0 | 0.0 | 0.0 | 2 | 7.7 | 0.8 | | |
| | 19 Other search failures | 5 | 19.2 | 7.1 | 1 | 3.8 | 3.1 | 6 | 23.0 | 5.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 1 | 3.8 | 0.4 | 3 | 11.5 | 1.7 | 4 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.1 | 1 | 3.8 | 0.9 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 1 | 3.8 | 11.1 | 0 | 0.0 | 0.0 | 1 | 3.8 | 3.3 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 2 | 7.7 | 11.1 | 2 | 7.7 | 5.1 | | |
| 4. | Ped Evaluation Failures | 4 | 15.4 | 1.1 | 3 | 11.5 | 1.6 | 7 | | | | |
| | 01 Misperception of driver's intent | 2 | 7.7 | 2.1 | 2 | 7.7 | 5.3 | 4 | 15.4 | 2.9 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 2 | 7.7 | 1.1 | 0 | 0.0 | 0.0 | 2 | | | | |
| | 01 Improper decision | 2 | 7.7 | 2.4 | 1 | 3.8 | 4.0 | 3 | 11.5 | 2.8 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| WORKING ON ROADWAY PRECIPITATING DRIVER FACTORS | | N = 26 1.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 11 | 42.3 | 3.2 | 1 | 3.8 | 0.6 | 12 | | | | |
| | 01 Limitation of avoidance response, speeding | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.0 | 1 | 3.8 | 0.5 | | |
| | 02 Limitation of avoidance response, weather | 1 | 3.8 | 5.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.2 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 1 | 3.8 | 20.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 22.2 | | |
| | 06 Unexpected course, wrong side of road | 2 | 7.7 | 8.0 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.3 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 7 | 26.9 | 6.4 | 0 | 0.0 | 0.0 | 7 | 26.9 | 5.3 | | |
| 7. | Driver Search Failures | 15 | 57.7 | 3.3 | 7 | 26.9 | 2.6 | 22 | | | | |
| | 01 Overload, too many activities | 1 | 3.8 | 5.3 | 2 | 7.7 | 13.3 | 3 | 11.5 | 8.8 | | |
| | 02 Distraction; traffic-related maneuver | 4 | 15.4 | 4.2 | 1 | 3.8 | 2.1 | 5 | 19.2 | 3.5 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.9 | 1 | 3.8 | 1.2 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 1 | 3.8 | 33.3 | 0 | 0.0 | 0.0 | 1 | 3.8 | 14.3 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 5 | 19.2 | 5.2 | 1 | 3.8 | 3.0 | 6 | 23.1 | 4.6 | | |
| | 08 Inadequate search, did not look carefully | 3 | 11.5 | 2.2 | 2 | 7.7 | 2.1 | 5 | 19.2 | 2.1 | | |
| | 09 Other search failures | 1 | 3.8 | 16.7 | 0 | 0.0 | 0.0 | 1 | 3.8 | 10.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 6 | 23.1 | 1.2 | 2 | 7.7 | 0.6 | 8 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 1 | 3.8 | 1.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 0.7 | | |
| | 03 Moving traffic | 2 | 7.7 | 2.8 | 0 | 0.0 | 0.0 | 2 | 7.7 | 1.7 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.2 | 1 | 3.8 | 0.7 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 1 | 3.8 | 6.7 | 1 | 3.8 | 12.5 | 2 | 7.7 | 8.7 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 1 | 3.8 | 4.3 | 0 | 0.0 | 0.0 | 1 | 3.8 | 2.4 | | |
| | 19 Other detection failures | 1 | 3.8 | 3.0 | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.6 | | |
| 9. | Driver Evaluation Failures | 11 | 42.3 | 3.0 | 1 | 3.8 | 0.6 | 12 | | | | |
| | 01 Misperception of pedestrian's intent | 2 | 7.7 | 1.1 | 0 | 0.0 | 0.0 | 2 | 7.7 | 0.8 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 7 | 26.9 | 7.1 | 1 | 3.8 | 1.7 | 8 | 30.8 | 5.1 | | |
| | 03 Alcohol/drug impairment | 1 | 3.8 | 1.4 | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.0 | | |
| | 09 Other evaluation failures | 1 | 3.8 | 12.5 | 0 | 0.0 | 0.0 | 1 | 3.8 | 6.2 | | |
| 10. | Driver Avoidance Action Failures | 4 | 15.4 | 2.0 | 2 | 7.7 | 1.7 | 6 | | | | |
| | 01 Improper decision | 3 | 11.5 | 5.9 | 0 | 0.0 | 0.0 | 3 | 11.5 | 4.0 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 3.8 | 1.9 | 0 | 0.0 | 0.0 | 1 | 3.8 | 1.1 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 1 | 3.8 | 4.2 | 1 | 3.8 | 1.5 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 1 | 3.8 | 8.3 | 1 | 3.8 | 3.6 | | |

| SCHOOL BUS-RELATED PRECIPITATING PEDESTRIAN FACTORS | | N = 46 | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|--------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | 3.0% | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 30 | 65.2 | 2.8 | 21 | 45.6 | 2.5 | 51 | | | | |
| | 01 High exposure to vehicles | 6 | 13.0 | 2.7 | 1 | 2.2 | 0.6 | 7 | 15.2 | 1.8 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 2 | 4.3 | 7.4 | 2 | 4.3 | 4.2 | | |
| | 03 Poor target, short time exposure | 9 | 19.6 | 3.1 | 5 | 10.9 | 2.8 | 14 | 30.4 | 2.9 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 2.2 | 1.2 | 4 | 8.7 | 3.6 | 5 | 10.9 | 2.6 | | |
| | 05 Poor target, running | 13 | 28.3 | 4.4 | 8 | 17.4 | 2.9 | 21 | 45.7 | 3.7 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.3 | 1 | 2.2 | 0.8 | | |
| | 08 Other course failures | 1 | 2.2 | 1.2 | 0 | 0.0 | 0.0 | 1 | 2.2 | 0.9 | | |
| 2. | Ped Search Failures | 25 | 54.3 | 2.8 | 19 | 41.3 | 4.6 | 44 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 8 | 17.4 | 3.0 | 2 | 4.3 | 8.7 | 10 | 21.7 | 3.4 | | |
| | 02 Overload | 1 | 2.2 | 8.3 | 1 | 2.2 | 12.5 | 2 | 4.3 | 10.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 2 | 4.3 | 15.4 | 2 | 4.3 | 6.7 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 1 | 2.2 | 3.1 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.2 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 1 | 2.2 | 6.2 | 1 | 2.2 | 7.7 | 2 | 4.3 | 6.9 | | |
| | 07 Distraction, hostile person and/or animal | 1 | 2.2 | 5.3 | 0 | 0.0 | 0.0 | 1 | 2.2 | 3.4 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 1 | 2.2 | 1.3 | 1 | 2.2 | 5.3 | | |
| | 09 Distraction, other pedestrians | 2 | 4.3 | 2.3 | 7 | 15.2 | 5.6 | 9 | 19.6 | 4.3 | | |
| | 10 Inadequate search, looked but didn't see | 2 | 4.3 | 2.6 | 1 | 2.2 | 4.2 | 3 | 6.5 | 3.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 4 | 8.7 | 2.3 | 3 | 6.5 | 4.1 | 7 | 15.2 | 2.9 | | |
| | 19 Other search failures | 5 | 10.9 | 7.1 | 1 | 2.2 | 3.1 | 6 | 13.0 | 5.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 12 | 26.1 | 5.5 | 13 | 28.3 | 7.4 | 25 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 1 | 2.2 | 1.5 | 0 | 0.0 | 0.0 | 1 | 2.2 | 0.9 | | |
| | 03 Moving traffic | 2 | 4.3 | 4.6 | 0 | 0.0 | 0.0 | 2 | 4.3 | 2.7 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 8 | 17.4 | 66.7 | 6 | 13.0 | 66.7 | 14 | 30.4 | 66.7 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 3 | 6.5 | 14.3 | 3 | 6.5 | 10.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 1 | 2.2 | 33.3 | 1 | 2.2 | 25.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 1 | 2.2 | 8.3 | 1 | 2.2 | 3.3 | | |
| | 19 Other detection failures | 1 | 2.2 | 4.8 | 2 | 4.3 | 11.1 | 3 | 6.5 | 7.7 | | |
| 4. | Ped Evaluation Failures | 12 | 26.1 | 3.2 | 7 | 15.2 | 3.7 | 19 | | | | |
| | 01 Misperception of driver's intent | 2 | 4.3 | 2.0 | 4 | 8.7 | 10.5 | 6 | 13.0 | 4.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 10 | 21.7 | 12.0 | 2 | 4.3 | 2.4 | 12 | 26.0 | 5.9 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 1 | 2.2 | 7.7 | 1 | 2.2 | 2.4 | | |
| 5. | Ped Avoidance Action Failures | 6 | 13.0 | 3.3 | 2 | 4.3 | 1.8 | 8 | | | | |
| | 01 Improper decision | 3 | 6.5 | 3.6 | 0 | 0.0 | 0.0 | 3 | 6.5 | 2.8 | | |
| | 02 Environmental limits | 2 | 4.3 | 15.4 | 0 | 0.0 | 0.0 | 2 | 4.3 | 9.0 | | |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.6 | 1 | 2.2 | 1.1 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 1 | 2.2 | 3.4 | 1 | 2.2 | 3.2 | 2 | 4.3 | 3.3 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| SCHOOL BUS-RELATED PRECIPITATING DRIVER FACTORS | | N = 46 3.0% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|----------------|----------------------|------------------------|----|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 11 | 23.9 | 3.2 | 7 | 15.2 | 4.0 | 18 | | | | |
| | 01 Limitation of avoidance response, speeding | 1 | 2.2 | 1.0 | 5 | 10.9 | 5.1 | 6 | 13.0 | 2.9 | | |
| | 02 Limitation of avoidance response, weather | 1 | 2.2 | 5.0 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.2 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 1 | 2.2 | 4.0 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.6 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 8 | 17.4 | 7.3 | 2 | 4.3 | 9.1 | 10 | 21.7 | 7.6 | | |
| 7. | Driver Search Failures | 18 | 39.1 | 3.9 | 9 | 19.6 | 3.3 | 27 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 4 | 8.7 | 4.2 | 1 | 2.2 | 2.1 | 5 | 10.9 | 3.5 | | |
| | 03 Distraction; other pedestrians | 2 | 4.3 | 3.9 | 1 | 2.2 | 2.9 | 3 | 6.5 | 3.5 | | |
| | 04 Distraction; passenger in car | 1 | 2.2 | 7.1 | 3 | 6.5 | 12.5 | 4 | 8.7 | 10.5 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 1 | 2.2 | 3.0 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.1 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 2 | 4.3 | 2.1 | 1 | 2.2 | 3.0 | 3 | 6.5 | 2.3 | | |
| | 08 Inadequate search, did not look carefully | 8 | 17.4 | 5.8 | 3 | 6.5 | 3.2 | 11 | 23.9 | 4.7 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 29 | 63.0 | 5.8 | 18 | 39.1 | 2.6 | 47 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 2 | 4.3 | 4.4 | 1 | 2.2 | 6.2 | 3 | 6.5 | 4.9 | | |
| | 02 Parked cars | 1 | 2.2 | 1.0 | 2 | 4.3 | 4.4 | 3 | 6.5 | 2.1 | | |
| | 03 Moving traffic | 2 | 4.3 | 2.8 | 2 | 4.3 | 4.4 | 4 | 8.7 | 3.4 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 1 | 2.2 | 5.6 | 1 | 2.2 | 1.4 | | |
| | 05 Stopped bus | 14 | 30.4 | 73.7 | 2 | 4.3 | 100.0 | 16 | 34.8 | 76.2 | | |
| | 06 Poor lighting (roadside) | 4 | 8.7 | 6.4 | 3 | 6.5 | 3.5 | 7 | 15.2 | 4.8 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 2 | 4.3 | 13.3 | 1 | 2.2 | 12.5 | 3 | 6.5 | 13.0 | | |
| | 09 Headlight blinding | 1 | 2.2 | 3.8 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.3 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 1 | 2.2 | 20.0 | 1 | 2.2 | 25.0 | 2 | 4.3 | 22.2 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 4 | 8.7 | 15.4 | 4 | 8.7 | 6.5 | | |
| | 13 Weather conditions | 1 | 2.2 | 4.3 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.4 | | |
| | 19 Other detection failures | 1 | 2.2 | 3.0 | 1 | 2.2 | 3.7 | 2 | 4.3 | 3.3 | | |
| 9. | Driver Evaluation Failures | 8 | 17.4 | 2.2 | 5 | 10.9 | 3.2 | 13 | | | | |
| | 01 Misperception of pedestrian's intent | 4 | 8.7 | 2.2 | 1 | 2.2 | 1.8 | 5 | 10.9 | 2.1 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 3 | 6.5 | 3.1 | 3 | 6.5 | 5.2 | 6 | 13.0 | 3.8 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 7 | 15.2 | 3.5 | 4 | 8.7 | 3.3 | 11 | | | | |
| | 01 Improper decision | 3 | 6.5 | 5.9 | 0 | 0.0 | 0.0 | 3 | 6.5 | 4.0 | | |
| | 02 Environmental limits, i.e., slippery surfaces | 2 | 4.3 | 3.7 | 2 | 4.3 | 6.1 | 4 | 8.7 | 4.6 | | |
| | 03 Lost control of vehicle, after avoidance action started | 1 | 2.2 | 4.5 | 0 | 0.0 | 0.0 | 1 | 2.2 | 2.6 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 1 | 2.2 | 4.2 | 1 | 2.2 | 1.5 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| MAILBOX-RELATED PRECIPITATING PEDESTRIAN FACTORS | | N = 21 1.4% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|----------------------|------------------------|---|----------------------|------------------------|----|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 16 | 76.2 | 1.5 | 7 | 33.3 | 0.8 | 23 | | | | |
| | 01 High exposure to vehicles | 2 | 9.5 | 0.9 | 0 | 0.0 | 0.0 | 2 | 9.5 | 0.5 | | |
| | 02 Poor target, slow speed | 1 | 4.8 | 5.0 | 0 | 0.0 | 0.0 | 1 | 4.8 | 2.1 | | |
| | 03 Poor target, short time exposure | 6 | 28.6 | 2.1 | 1 | 4.8 | 0.6 | 7 | 33.3 | 1.5 | | |
| | 04 Poor target, unexpected or unusual place | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Poor target, running | 5 | 23.8 | 1.7 | 6 | 28.6 | 2.1 | 11 | 52.3 | 1.9 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 2 | 9.5 | 2.4 | 0 | 0.0 | 0.0 | 2 | 9.5 | 1.9 | | |
| 2. | Ped Search Failures | 15 | 71.4 | 1.7 | 5 | 23.8 | 1.2 | 20 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 4 | 19.0 | 1.5 | 0 | 0.0 | 0.0 | 4 | 19.0 | 1.4 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 1 | 4.8 | 5.9 | 1 | 4.8 | 7.7 | 2 | 9.5 | 6.7 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 1 | 4.8 | 3.1 | 0 | 0.0 | 0.0 | 1 | 4.8 | 2.2 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 1 | 4.8 | 1.3 | 1 | 4.8 | 5.3 | | |
| | 09 Distraction, other pedestrians | 2 | 9.5 | 2.3 | 1 | 4.8 | 0.8 | 3 | 14.3 | 1.4 | | |
| | 10 Inadequate search, looked but didn't see | 1 | 4.8 | 1.3 | 0 | 0.0 | 0.0 | 1 | 4.8 | 1.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 4 | 19.0 | 2.3 | 2 | 9.5 | 2.7 | 6 | 28.6 | 2.4 | | |
| | 19 Other search failures | 2 | 9.5 | 2.8 | 0 | 0.0 | 0.0 | 2 | 9.5 | 1.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 4 | 19.0 | 1.8 | 3 | 14.3 | 1.7 | 7 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 1 | 4.8 | 1.5 | 1 | 4.8 | 2.1 | 2 | 9.5 | 1.8 | | |
| | 03 Moving traffic | 2 | 9.5 | 4.6 | 0 | 0.0 | 0.0 | 2 | 9.5 | 2.7 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 1 | 4.8 | 5.5 | 2 | 9.5 | 16.7 | 3 | 14.3 | 10.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Ped Evaluation Failures | 4 | 19.0 | 1.1 | 1 | 4.8 | 0.5 | 5 | | | | |
| | 01 Misperception of driver's intent | 1 | 4.8 | 1.0 | 0 | 0.0 | 0.0 | 1 | 4.8 | 0.7 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 3 | 14.3 | 2.5 | 1 | 4.8 | 1.2 | 4 | 19.0 | 1.9 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 5 | 23.8 | 2.7 | 2 | 9.5 | 1.8 | 7 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 1 | 4.8 | 4.0 | 1 | 4.8 | 0.9 | | |
| | 02 Environmental limits | 1 | 4.8 | 7.7 | 0 | 0.0 | 0.0 | 1 | 4.8 | 4.5 | | |
| | 03 Human factors limits | 1 | 4.8 | 2.0 | 0 | 0.0 | 0.0 | 1 | 4.8 | 1.1 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 2 | 9.5 | 6.9 | 1 | 4.8 | 3.2 | 3 | 14.3 | 5.0 | | |
| | 09 Other avoidance action failures | 1 | 4.8 | 12.5 | 0 | 0.0 | 0.0 | 1 | 4.8 | 7.7 | | |

| MAILBOX-RELATED PRECIPITATING DRIVER FACTORS | | N = 21 1.4% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 5 | 23.8 | 1.4 | 0 | 0.0 | 0.0 | 5 | | | | |
| | 01 Limitation of avoidance response, speeding | 5 | 23.8 | 4.8 | 0 | 0.0 | 0.0 | 5 | 23.8 | 2.5 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 7. | Driver Search Failures | 2 | 9.5 | 0.4 | 4 | 19.0 | 1.5 | 6 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 1 | 4.8 | 6.7 | 1 | 4.8 | 2.9 | | |
| | 02 Distraction; traffic-related maneuver | 1 | 4.8 | 1.0 | 1 | 4.8 | 2.1 | 2 | 9.5 | 1.4 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 1 | 4.8 | 6.7 | 1 | 4.8 | 2.1 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 0 | 0.0 | 0.0 | 1 | 4.8 | 3.0 | 1 | 4.8 | 0.8 | | |
| | 08 Inadequate search, did not look carefully | 1 | 4.8 | 0.7 | 0 | 0.0 | 0.0 | 1 | 4.8 | 0.4 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 7 | 33.3 | 1.4 | 3 | 14.3 | 0.9 | 10 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 1 | 4.8 | 2.2 | 1 | 4.8 | 0.7 | | |
| | 03 Moving traffic | 2 | 9.5 | 2.8 | 1 | 4.8 | 2.2 | 3 | 14.3 | 2.6 | | |
| | 04 Standing traffic | 1 | 4.8 | 1.9 | 0 | 0.0 | 0.0 | 1 | 4.8 | 1.4 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees; brush, weeds, etc. | 3 | 14.3 | 8.6 | 0 | 0.0 | 0.0 | 3 | 14.3 | 4.9 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 1 | 4.8 | 3.0 | 1 | 4.8 | 3.7 | 2 | 9.5 | 3.3 | | |
| 9. | Driver Evaluation Failures | 7 | 33.3 | 1.9 | 3 | 14.3 | 1.9 | 10 | | | | |
| | 01 Misperception of pedestrian's intent | 6 | 28.6 | 3.3 | 1 | 4.8 | 1.8 | 7 | 33.3 | 2.9 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 1 | 4.8 | 1.0 | 2 | 9.5 | 3.4 | 3 | 14.3 | 1.9 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 5 | 23.8 | 2.5 | 3 | 14.3 | 2.5 | 8 | | | | |
| | 01 Improper decision | 3 | 14.3 | 5.9 | 1 | 4.8 | 4.2 | 4 | 19.0 | 5.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 2 | 9.5 | 4.7 | 1 | 4.8 | 4.2 | 3 | 14.3 | 4.5 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 1 | 4.8 | 8.3 | 1 | 4.8 | 3.6 | | |

| EMERGENCY/POLICE-RELATED PRECIPITATING PEDESTRIAN FACTORS | | N = 9 0.6% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|---------------|-------------------------|---------------------------|---|-------------------------|---------------------------|---|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 5 | 55.5 | 0.5 | 2 | 22.2 | 0.2 | 7 | | | | |
| | 01 High exposure to vehicles | 2 | 22.2 | 0.9 | 1 | 11.1 | 0.6 | 3 | 33.3 | 0.7 | | |
| | 02 Poor target, slow speed | 1 | 11.1 | 5.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 2.1 | | |
| | 03 Poor target, short time exposure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 11.1 | 1.2 | 1 | 11.1 | 0.9 | 2 | 22.2 | 1.0 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 1 | 11.1 | 1.2 | 0 | 0.0 | 0.0 | 1 | 11.1 | 0.9 | | |
| 2. | Ped Search Failures | 2 | 22.2 | 0.2 | 4 | 44.4 | 1.0 | 6 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Overload | 1 | 11.1 | 8.3 | 0 | 0.0 | 0.0 | 1 | 11.1 | 5.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 2 | 22.2 | 1.6 | 2 | 22.2 | 0.9 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other search failures | 1 | 11.1 | 1.4 | 2 | 22.2 | 6.2 | 3 | 33.3 | 2.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 1 | 11.1 | 0.4 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 1 | 11.1 | 4.8 | 0 | 0.0 | 0.0 | 1 | 11.1 | 2.5 | | |
| 4. | Ped Evaluation Failures | 2 | 22.2 | 0.5 | 1 | 11.1 | 0.5 | 3 | | | | |
| | 01 Misperception of driver's intent | 1 | 11.1 | 1.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 0.7 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 1 | 11.1 | 0.8 | 1 | 11.1 | 1.2 | 2 | 22.2 | 0.9 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 2 | 22.2 | 1.1 | 1 | 11.1 | 0.9 | 3 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 1 | 11.1 | 4.0 | 1 | 11.1 | 0.9 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 1 | 11.1 | 2.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 1.1 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 1 | 11.1 | 3.4 | 0 | 0.0 | 0.0 | 1 | 11.1 | 1.6 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| EMERGENCY/POLICE-RELATED PRECIPITATING DRIVER FACTORS | | N = 9 0.6% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|---------------|------|---------------|-------------------------|---------------------------|----------------|-------------------------|---------------------------|------------------|-------------------------|---------------------------|
| | | | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 3 | 33.3 | 0.9 | 1 | 11.1 | 0.6 | 4 | | | | |
| | 01 Limitation of avoidance response, speeding | 1 | 11.1 | 1.0 | 1 | 11.1 | 1.0 | 2 | 22.2 | 1.0 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 1 | 11.1 | 4.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 2.6 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 1 | 11.1 | 1.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 0.8 | | |
| 7. | Driver Search Failures | 4 | 44.4 | 0.9 | 5 | 55.5 | 1.8 | 9 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 2 | 22.2 | 2.1 | 1 | 11.1 | 2.1 | 3 | 33.3 | 2.1 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 1 | 11.1 | 4.2 | 1 | 11.1 | 2.6 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 1 | 11.1 | 1.0 | 2 | 22.2 | 6.1 | 3 | 33.3 | 2.3 | | |
| | 08 Inadequate search, did not look carefully | 1 | 11.1 | 0.7 | 1 | 11.1 | 1.1 | 2 | 22.2 | 0.8 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 4 | 44.4 | 0.8 | 1 | 11.1 | 0.3 | 5 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked cars | 1 | 11.1 | 1.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 0.7 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 1 | 11.1 | 1.9 | 0 | 0.0 | 0.0 | 1 | 11.1 | 1.4 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 1 | 11.1 | 5.9 | 1 | 11.1 | 2.3 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 1 | 11.1 | 4.3 | 0 | 0.0 | 0.0 | 1 | 11.1 | 2.4 | | |
| | 19 Other detection failures | 1 | 11.1 | 3.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 1.6 | | |
| 9. | Driver Evaluation Failures | 5 | 55.5 | 1.4 | 0 | 0.0 | 0.0 | 5 | | | | |
| | 01 Misperception of pedestrian's intent | 1 | 11.1 | 0.5 | 0 | 0.0 | 0.0 | 1 | 11.1 | 0.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 1 | 11.1 | 1.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 0.6 | | |
| | 03 Alcohol/drug impairment | 3 | 33.3 | 4.2 | 0 | 0.0 | 0.0 | 3 | 33.3 | 2.9 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 2 | 22.2 | 1.0 | 0 | 0.0 | 0.0 | 2 | | | | |
| | 01 Improper decision | 1 | 11.1 | 2.0 | 0 | 0.0 | 0.0 | 1 | 11.1 | 1.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 11.1 | 1.9 | 0 | 0.0 | 0.0 | 1 | 11.1 | 1.1 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| RESULT OF VEHICLE GOING OUT OF CONTROL N = 57 PRECIPITATING PEDESTRIAN FACTORS 3.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 9 | 15.8 | 0.8 | 14 | 24.6 | 1.7 | 23 | | |
| | 01 High exposure to vehicles | 1 | 1.7 | 0.4 | 3 | 5.3 | 1.8 | 4 | 7.0 | 1.0 |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 2 | 3.5 | 7.4 | 2 | 3.5 | 4.2 |
| | 03 Poor target, short time exposure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Poor target, unexpected or unusual place | 1 | 1.7 | 1.2 | 3 | 5.3 | 2.7 | 4 | 7.0 | 2.0 |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 2 | 3.5 | 0.7 | 2 | 3.5 | 0.3 |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 4 | 7.0 | 9.1 | 4 | 7.0 | 3.2 |
| | 09 Other course failures | 7 | 12.3 | 8.4 | 0 | 0.0 | 0.0 | 7 | 12.3 | 6.7 |
| 2. | Ped Search Failures | 5 | 8.8 | 0.6 | 11 | 19.3 | 2.6 | 16 | | |
| | 01 Ped search and detection failure, (no further info.) | 1 | 1.7 | 0.4 | 0 | 0.0 | 0.0 | 1 | 1.8 | 0.3 |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 1 | 1.7 | 33.3 | 1 | 1.8 | 14.3 |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Distraction, hostile person and/or animal | 1 | 1.7 | 5.3 | 0 | 0.0 | 0.0 | 1 | 1.8 | 3.4 |
| | 08 Distraction, play activity | 1 | 1.7 | 0.9 | 4 | 7.0 | 5.1 | 5 | 8.8 | 2.7 |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 2 | 3.5 | 1.6 | 2 | 3.5 | 0.9 |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 11 Inattention, didn't look, day dreaming, etc. | 1 | 1.7 | 0.6 | 2 | 3.5 | 2.7 | 3 | 5.3 | 1.2 |
| | 19 Other search failures | 1 | 1.7 | 1.4 | 2 | 3.5 | 6.2 | 3 | 5.3 | 2.9 |
| 3. | Ped Detection (Perceptual Interference) Failures | 1 | 1.7 | 0.4 | 2 | 3.5 | 1.1 | 3 | | |
| | 01 Not explainable, adequate search but detection failure | 1 | 1.7 | 5.9 | 0 | 0.0 | 0.0 | 1 | 1.8 | 4.8 |
| | 02 Parked car | 0 | 0.0 | 0.0 | 1 | 1.7 | 2.1 | 1 | 1.8 | 0.9 |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 1 | 1.7 | 3.4 | 1 | 1.8 | 1.3 |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 4. | Ped Evaluation Failures | 11 | 19.3 | 2.9 | 3 | 5.3 | 1.6 | 14 | | |
| | 01 Misperception of driver's intent | 2 | 3.5 | 2.0 | 0 | 0.0 | 0.0 | 2 | 3.5 | 1.4 |
| | 02 Poor prediction of pedestrian/vehicle path | 4 | 7.0 | 3.3 | 3 | 5.3 | 3.6 | 7 | 12.3 | 3.4 |
| | 03 Alcohol/drug impairment | 1 | 1.7 | 0.8 | 0 | 0.0 | 0.0 | 1 | 1.8 | 0.5 |
| | 09 Other evaluation failures | 4 | 7.0 | 13.8 | 0 | 0.0 | 0.0 | 4 | 7.0 | 9.5 |
| 5. | Ped Avoidance Action Failures | 7 | 12.3 | 3.8 | 5 | 8.8 | 4.6 | 12 | | |
| | 01 Improper decision | 4 | 7.0 | 4.9 | 1 | 1.7 | 4.0 | 5 | 8.8 | 4.7 |
| | 02 Environmental limits | 3 | 5.3 | 23.1 | 0 | 0.0 | 0.0 | 3 | 5.3 | 13.6 |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 4 | 7.0 | 10.3 | 4 | 7.0 | 4.4 |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |

| RESULT OF VEHICLE GOING OUT OF CONTROL N = 57 PRECIPITATING DRIVER FACTORS 3.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|--|---|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 48 | 84.2 | 14.0 | 25 | 43.8 | 14.4 | 73 | | |
| | 01 Limitation of avoidance response, speeding | 2 | 3.5 | 1.9 | 14 | 24.6 | 14.3 | 16 | 28.1 | 7.9 |
| | 02 Limitation of avoidance response, weather | 2 | 3.5 | 10.0 | 2 | 3.5 | 7.7 | 4 | 7.0 | 8.7 |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 1 | 1.7 | 100.0 | 1 | 1.7 | 12.5 |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 2 | 3.5 | 15.4 | 2 | 3.5 | 5.3 |
| | 07 Out of control, prior to involvement with pedestrian | 41 | 71.9 | 58.6 | 5 | 8.8 | 41.7 | 46 | 80.7 | 56.1 |
| | 09 Other course failures | 3 | 5.3 | 2.8 | 1 | 1.7 | 4.5 | 4 | 7.0 | 3.0 |
| 7. | Driver Search Failures | 13 | 22.8 | 2.8 | 7 | 12.3 | 2.6 | 20 | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 02 Distraction; traffic-related maneuver | 3 | 5.3 | 3.1 | 3 | 5.3 | 6.4 | 6 | 10.5 | 4.2 |
| | 03 Distraction; other pedestrians | 1 | 1.7 | 2.0 | 1 | 1.7 | 2.9 | 2 | 3.5 | 2.3 |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 1 | 1.7 | 4.2 | 1 | 1.7 | 2.6 |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 1 | 1.7 | 25.0 | 1 | 1.7 | 14.3 |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 1 | 1.7 | 6.7 | 1 | 1.7 | 2.1 |
| | 07 Inattention, not attending to driving, no specific distraction | 5 | 8.8 | 5.2 | 0 | 0.0 | 0.0 | 5 | 8.8 | 3.8 |
| | 08 Inadequate search, did not look carefully | 2 | 3.5 | 1.4 | 0 | 0.0 | 0.0 | 2 | 3.5 | 0.8 |
| | 09 Other search failures | 2 | 3.5 | 33.3 | 0 | 0.0 | 0.0 | 2 | 3.5 | 20.0 |
| 8. | Driver Detection (Perceptual Interference) Failures | 4 | 7.0 | 0.8 | 2 | 3.5 | 0.6 | 6 | | |
| | 01 Not explainable, apparently adequate search but detection failure | 1 | 1.7 | 2.2 | 0 | 0.0 | 0.0 | 1 | 1.7 | 1.6 |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 1 | 1.7 | 2.2 | 1 | 1.7 | 0.7 |
| | 03 Moving traffic | 1 | 1.7 | 1.4 | 0 | 0.0 | 0.0 | 1 | 1.7 | 0.8 |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting (roadside) | 2 | 3.5 | 3.2 | 1 | 1.7 | 1.2 | 3 | 5.3 | 2.0 |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| 9. | Driver Evaluation Failures | 17 | 29.8 | 4.7 | 8 | 14.0 | 5.1 | 25 | | |
| | 01 Misperception of pedestrian's intent | 1 | 1.7 | 0.5 | 0 | 0.0 | 0.0 | 1 | 1.7 | 0.4 |
| | 02 Poor prediction of pedestrian/vehicle path | 2 | 3.5 | 2.0 | 2 | 3.5 | 3.4 | 4 | 7.0 | 2.6 |
| | 03 Alcohol/drug impairment | 11 | 19.3 | 15.3 | 5 | 8.8 | 15.6 | 16 | 28.1 | 15.4 |
| | 09 Other evaluation failures | 3 | 5.3 | 37.5 | 1 | 1.7 | 12.5 | 4 | 7.0 | 25.0 |
| 10. | Driver Avoidance Action Failures | 19 | 33.3 | 9.4 | 8 | 14.0 | 6.7 | 27 | | |
| | 01 Improper decision | 2 | 3.5 | 3.9 | 0 | 0.0 | 0.0 | 2 | 3.5 | 2.7 |
| | 02 Environmental limits, i.e., slippery surface | 10 | 17.5 | 18.5 | 2 | 3.5 | 6.1 | 12 | 21.0 | 13.8 |
| | 03 Lost control of vehicle, after avoidance action started | 1 | 1.7 | 4.5 | 4 | 7.0 | 25.0 | 5 | 8.8 | 13.1 |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 05 Vehicular limits, inadequate brakes or steering | 5 | 8.8 | 35.7 | 2 | 3.5 | 20.0 | 7 | 12.3 | 29.2 |
| | 09 Other avoidance action failures | 1 | 1.7 | 6.2 | 0 | 0.0 | 0.0 | 1 | 1.7 | 3.6 |

| WALKING TO OR FROM DISABLED VEHICLE PRECIPITATING PEDESTRIAN FACTORS | | N = 11 0.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|-------------------------|---------------------------|---|-------------------------|---------------------------|----|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 9 | 81.8 | 0.8 | 6 | 54.5 | 0.7 | 15 | | | | |
| | 01 High exposure to vehicles | 4 | 36.4 | 1.8 | 1 | 9.1 | 0.6 | 5 | 45.4 | 1.3 | | |
| | 02 Poor target, slow speed | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Poor target, short time exposure | 1 | 9.1 | 0.3 | 1 | 9.1 | 0.6 | 2 | 18.1 | 0.4 | | |
| | 04 Poor target, unexpected or unusual place | 2 | 18.2 | 2.5 | 3 | 27.3 | 2.7 | 5 | 45.4 | 2.6 | | |
| | 05 Poor target, running | 0 | 0.0 | 0.0 | 1 | 9.1 | 0.3 | 1 | 9.1 | 0.2 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 2 | 18.2 | 2.4 | 0 | 0.0 | 0.0 | 2 | 18.1 | 1.6 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 2. | Ped Search Failures | 10 | 90.9 | 1.1 | 1 | 9.1 | 0.2 | 11 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 5 | 45.4 | 1.9 | 0 | 0.0 | 0.0 | 5 | 45.4 | 1.7 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 2 | 18.2 | 1.2 | 1 | 9.1 | 1.4 | 3 | 27.2 | 1.2 | | |
| | 19 Other search failures | 3 | 27.3 | 4.3 | 0 | 0.0 | 0.0 | 3 | 27.2 | 2.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 1 | 9.1 | 0.4 | 0 | 0.0 | 0.0 | 1 | | | | |
| | 01 Not explainable, adequate search but detection failure | 1 | 9.1 | 5.9 | 0 | 0.0 | 0.0 | 1 | 9.1 | 4.8 | | |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Ped Evaluation Failures | 4 | 36.4 | 1.1 | 1 | 9.1 | 0.5 | 5 | | | | |
| | 01 Misperception of driver's intent | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 3 | 27.3 | | 1 | 9.1 | 2.0 | 4 | 36.3 | 2.2 | | |
| | 09 Other evaluation failures | 1 | 9.1 | 3.4 | 0 | 0.0 | 0.0 | 1 | 9.1 | 2.4 | | |
| 5. | Ped Avoidance Action Failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| WALKING TO OR FROM DISABLED VEHICLE PRECIPITATING DRIVER FACTORS | | N = 11 0.7% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|-------------------------|---------------------------|---|-------------------------|---------------------------|----|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 1 | 9.1 | 0.3 | 2 | 18.2 | 1.2 | 3 | | | | |
| | 01 Limitation of avoidance response, speeding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Limitation of avoidance response, weather | 1 | 9.1 | 5.0 | 2 | 18.2 | 7.7 | 3 | 27.3 | 6.5 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 7. | Driver Search Failures | 6 | 54.5 | 1.3 | 1 | 9.1 | 0.4 | 7 | | | | |
| | 01 Overload, too many activities | 1 | 9.1 | 5.3 | 1 | 9.1 | 6.7 | 2 | 18.2 | 5.9 | | |
| | 02 Distraction; traffic-related maneuver | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing, or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 3 | 27.3 | 9.1 | 0 | 0.0 | 0.0 | 3 | 27.3 | 6.2 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Inadequate search, did not look carefully | 2 | 18.2 | 1.4 | 0 | 0.0 | 0.0 | 2 | 18.2 | 0.8 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 7 | 63.6 | 1.4 | 4 | 36.4 | 1.2 | 11 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 1 | 9.1 | 6.2 | 1 | 9.1 | 1.6 | | |
| | 02 Parked cars | 1 | 9.1 | 1.0 | 0 | 0.0 | 0.0 | 1 | 9.1 | 0.7 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 2 | 18.2 | 3.2 | 2 | 18.2 | 2.4 | 4 | 36.4 | 2.7 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 1 | 9.1 | 3.8 | 0 | 0.0 | 0.0 | 1 | 9.1 | 2.3 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 3 | 27.3 | 13.0 | 1 | 9.1 | 5.6 | 4 | 36.4 | 9.7 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 9. | Driver Evaluation Failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | | | | |
| | 01 Misperception of pedestrian's intent | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| OTHER PRECIPITATING PEDESTRIAN FACTORS | | N = 145 9.5% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|-----------------|-------------------------|---------------------------|----|-------------------------|---------------------------|-----|-------------------------|---------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 1. | Ped Course (Risk-taking) Failures | 89 | 61.4 | 8.3 | 69 | 47.6 | 8.4 | 158 | | | | |
| | 01 High exposure to vehicles | 33 | 22.8 | 15.0 | 19 | 13.1 | 11.6 | 52 | 35.9 | 13.5 | | |
| | 02 Poor target, slow speed | 2 | 1.4 | 10.0 | 5 | 3.4 | 18.5 | 7 | 4.8 | 14.9 | | |
| | 03 Poor target, short time exposure | 17 | 11.7 | 5.9 | 13 | 9.0 | 7.3 | 30 | 20.7 | 6.4 | | |
| | 04 Poor target, unexpected or unusual place | 20 | 13.8 | 25.0 | 18 | 12.4 | 16.2 | 38 | 26.2 | 19.9 | | |
| | 05 Poor target, running | 3 | 2.1 | 1.0 | 7 | 4.8 | 2.5 | 10 | 6.9 | 1.7 | | |
| | 06 Poor target, crossing against light | 1 | 0.7 | 12.5 | 0 | 0.0 | 0.0 | 1 | 0.7 | 11.1 | | |
| | 07 Walking with traffic, wrong side of road | 1 | 0.7 | 1.2 | 2 | 1.4 | 4.5 | 3 | 2.0 | 2.3 | | |
| | 09 Other course failures | 12 | 8.3 | 14.4 | 5 | 3.4 | 23.8 | 17 | 11.7 | 16.3 | | |
| 2. | Ped Search Failures | 89 | 61.4 | 10.1 | 37 | 25.5 | 8.9 | 126 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 21 | 14.5 | 7.8 | 3 | 2.1 | 13.0 | 24 | 16.6 | 8.2 | | |
| | 02 Overload | 2 | 1.4 | 16.6 | 0 | 0.0 | 0.0 | 2 | 1.4 | 10.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 1 | 0.7 | 7.7 | 1 | 0.7 | 3.3 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 5 | 3.4 | 15.6 | 0 | 0.0 | 0.0 | 5 | 3.4 | 10.9 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 1 | 0.7 | 6.2 | 3 | 2.1 | 23.1 | 4 | 2.8 | 13.8 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 16 | 11.0 | 14.9 | 10 | 6.9 | 12.7 | 26 | 17.9 | 14.0 | | |
| | 09 Distraction, other pedestrians | 12 | 8.3 | 14.1 | 8 | 5.5 | 6.4 | 20 | 13.8 | 9.5 | | |
| | 10 Inadequate search, looked but didn't see | 4 | 2.8 | 5.3 | 0 | 0.0 | 0.0 | 4 | 2.8 | 4.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 22 | 15.2 | 12.9 | 10 | 6.9 | 13.7 | 32 | 22.0 | 13.1 | | |
| | 19 Other search failures | 6 | 4.1 | 8.6 | 2 | 1.4 | 6.2 | 8 | 5.5 | 7.8 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 18 | 12.4 | 8.2 | 15 | 10.3 | 8.5 | 33 | | | | |
| | 01 Not explainable, adequate search but detection failure | 4 | 2.8 | 23.5 | 2 | 1.4 | 50.0 | 6 | 4.1 | 28.6 | | |
| | 02 Parked car | 3 | 2.1 | 4.5 | 1 | 0.7 | 2.1 | 4 | 2.8 | 3.5 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 3 | 2.1 | 10.3 | 3 | 2.0 | 4.2 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 1 | 0.7 | 11.1 | 1 | 0.7 | 4.8 | | |
| | 06 Poor lighting | 2 | 1.4 | 22.2 | 3 | 2.1 | 14.3 | 5 | 3.4 | 16.7 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 1 | 0.7 | 33.3 | 1 | 0.7 | 20.0 | | |
| | 09 Trees, brush, weeds, etc. | 3 | 2.1 | 16.7 | 0 | 0.0 | 0.0 | 3 | 2.0 | 10.0 | | |
| | 19 Other detection failures | 6 | 4.1 | 28.6 | 4 | 2.8 | 22.2 | 10 | 6.9 | 25.6 | | |
| 4. | Ped Evaluation Failures | 49 | 33.8 | 13.1 | 28 | 19.3 | 15.0 | 77 | | | | |
| | 01 Misperception of driver's intent | 13 | 9.0 | 13.3 | 5 | 3.4 | 13.2 | 18 | 12.4 | 13.2 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 8 | 5.5 | 6.7 | 10 | 6.9 | 11.9 | 18 | 12.4 | 8.8 | | |
| | 03 Alcohol/drug impairment | 25 | 17.2 | 19.8 | 11 | 7.6 | 21.6 | 36 | 24.8 | 20.3 | | |
| | 09 Other evaluation failures | 3 | 2.1 | 10.3 | 2 | 1.4 | 15.4 | 5 | 3.4 | 85.7 | | |
| 5. | Ped Avoidance Action Failures | 20 | 13.8 | 10.9 | 15 | 10.3 | 13.8 | 35 | | | | |
| | 01 Improper decision | 6 | 4.1 | 7.3 | 2 | 1.4 | 8.0 | 8 | 5.5 | 7.4 | | |
| | 02 Environmental limits | 3 | 2.1 | 23.1 | 3 | 2.1 | 33.3 | 6 | 4.1 | 27.3 | | |
| | 03 Human factors limits | 8 | 5.5 | 16.0 | 2 | 1.4 | 5.1 | 10 | 6.9 | 11.2 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 2 | 1.4 | 6.9 | 5 | 3.4 | 16.1 | 7 | 4.8 | 11.7 | | |
| | 09 Other avoidance action failures | 1 | 0.7 | 12.5 | 3 | 2.1 | 60.0 | 4 | 2.8 | 30.8 | | |

| OTHER | PRECIPITATING DRIVER FACTORS | CAUSAL FACTOR | | RELATED FACTOR | | | TOTAL OF FACTORS | | | |
|-------|---|---------------|----------------------|------------------------|-----------|----------------------|------------------------|-----------|----------------------|------------------------|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| | 6. Driver Course (Risk-taking) Failures | 24 | 16.5 | 7.0 | 12 | 8.3 | 6.9 | 36 | | |
| | 01 Limitation of avoidance response, speeding | 12 | 8.3 | 11.4 | 6 | 4.1 | 6.1 | 18 | 12.4 | 8.9 |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 2 | 1.4 | 7.7 | | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 04 Unexpected course, run red light | 1 | 0.7 | 14.3 | 0 | 0.0 | 0.0 | 1 | 0.7 | 12.5 |
| | 05 Unexpected course, run stop sign | 1 | 0.7 | 20.0 | 0 | 0.0 | 0.0 | 1 | 0.7 | 22.2 |
| | 06 Unexpected course, wrong side of road | 4 | 2.8 | 16.0 | 2 | 1.4 | 15.4 | 6 | 4.1 | 15.8 |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 09 Other course failures | 6 | 4.1 | 5.5 | 2 | 1.4 | 9.1 | 8 | 5.5 | 6.1 |
| | 7. Driver Search Failures | 38 | 26.2 | 8.3 | 29 | 20.0 | 10.6 | 67 | | |
| | 01 Overload, too many activities | 3 | 2.1 | 15.8 | 2 | 1.4 | 13.3 | 5 | 3.4 | 14.7 |
| | 02 Distraction; traffic-related maneuver | 8 | 5.5 | 8.3 | 4 | 2.8 | 8.5 | 12 | 8.3 | 8.4 |
| | 03 Distraction; other pedestrians | 8 | 5.5 | 15.7 | 3 | 2.1 | 8.6 | 11 | 7.6 | 12.8 |
| | 04 Distraction; passenger in car | 2 | 1.4 | 14.3 | 6 | 4.1 | 25.0 | 8 | 5.5 | 21.0 |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 1 | 0.7 | 25.0 | 1 | 0.7 | 14.3 |
| | 06 Distraction; other | 3 | 2.1 | 9.1 | 2 | 1.4 | 13.3 | 5 | 3.4 | 10.4 |
| | 07 Inattention, not attending to driving, no specific distraction | 7 | 4.8 | 7.2 | 4 | 2.8 | 12.1 | 11 | 7.6 | 8.5 |
| | 08 Inadequate search, did not look carefully | 7 | 4.8 | 5.1 | 6 | 4.1 | 6.3 | 13 | 9.0 | 5.6 |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 1 | 0.7 | 25.0 | 1 | 0.7 | 10.0 |
| | 8. Driver Detection (Perceptual Interference) Failures | 44 | 30.3 | 8.8 | 38 | 26.2 | 11.8 | 82 | | |
| | 01 Not explainable, apparently adequate search but detection failure | 6 | 4.1 | 13.3 | 1 | 0.7 | 6.2 | 7 | 4.8 | 11.5 |
| | 02 Parked cars | 4 | 2.8 | 3.8 | 4 | 2.8 | 8.9 | 8 | 5.5 | 5.4 |
| | 03 Moving traffic | 5 | 3.4 | 6.9 | 2 | 1.4 | 4.4 | 7 | 4.8 | 6.0 |
| | 04 Standing traffic | 3 | 2.1 | 5.7 | 1 | 0.7 | 5.6 | 4 | 2.8 | 5.6 |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 06 Poor lighting (roadside) | 5 | 3.4 | 8.1 | 14 | 9.7 | 16.5 | 19 | 13.1 | 12.9 |
| | 07 Poor lighting (vehicular) | 3 | 2.1 | 60.0 | 1 | 0.7 | 25.0 | 4 | 2.8 | 44.4 |
| | 08 Sun blinding | 2 | 1.4 | 13.3 | 1 | 0.7 | 12.5 | 3 | 2.1 | 13.0 |
| | 09 Headlight blinding | 6 | 4.1 | 23.1 | 5 | 3.4 | 29.4 | 11 | 7.6 | 25.6 |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 1 | 0.7 | 20.0 | 1 | 0.7 | 1.7 |
| | 11 Windshield dirty or obscured | 1 | 0.7 | 20.0 | 0 | 0.0 | 0.0 | 1 | 0.7 | 11.1 |
| | 12 Trees, brush, weeds, etc. | 4 | 2.8 | 11.4 | 3 | 2.1 | 11.5 | 7 | 4.8 | 11.5 |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 1 | 0.7 | 5.6 | 1 | 0.7 | 2.4 |
| | 19 Other detection failures | 5 | 3.4 | 15.2 | 4 | 2.8 | 14.8 | 9 | 6.2 | 15.0 |
| | 9. Driver Evaluation Failures | 48 | 33.1 | 13.3 | 21 | 14.5 | 13.5 | 69 | | |
| | 01 Misperception of pedestrian's intent | 26 | 17.9 | 14.3 | 9 | 6.2 | 15.8 | 35 | 24.1 | 14.6 |
| | 02 Poor prediction of pedestrian/vehicle path | 13 | 9.0 | 13.3 | 8 | 5.5 | 13.8 | 21 | 14.5 | 13.5 |
| | 03 Alcohol/drug impairment | 9 | 6.2 | 12.5 | 4 | 2.8 | 12.5 | 13 | 9.0 | 12.5 |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 |
| | 10. Driver Avoidance Action Failures | 22 | 15.2 | 10.8 | 10 | 6.9 | 8.3 | 32 | | |
| | 01 Improper decision | 5 | 3.4 | 9.8 | 1 | 0.7 | 4.2 | 6 | 4.1 | 8.0 |
| | 02 Environmental limits, i.e., slippery surface | 5 | 3.4 | 9.3 | 2 | 1.4 | 6.1 | 7 | 4.8 | 8.0 |
| | 03 Lost control of vehicle, after avoidance action started | 4 | 2.8 | 18.2 | 1 | 0.7 | 6.2 | 5 | 3.4 | 13.1 |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 5 | 3.4 | 11.6 | 3 | 2.1 | 12.5 | 8 | 5.5 | 11.9 |
| | 05 Vehicular limits, inadequate brakes or steering | 3 | 2.1 | 21.4 | 1 | 0.7 | 10.0 | 4 | 2.8 | 16.7 |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 2 | 1.4 | 16.7 | 2 | 1.4 | 7.1 |

| WEIRD PRECIPITATING PEDESTRIAN FACTORS | | N = 114 7.4% | | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|-----------------|----------------------|------------------------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | | |
| 1. | Ped Course (Risk-taking) Failures | 80 | 70.2 | 7.4 | 40 | 35.1 | 4.8 | 120 | | | | | |
| | 01 High exposure to vehicles | 20 | 17.5 | 9.1 | 11 | 9.6 | 6.7 | 31 | 27.1 | 8.0 | | | |
| | 02 Poor target, slow speed | 1 | 0.9 | 5.0 | 0 | 0.0 | 0.0 | 1 | 0.8 | 2.1 | | | |
| | 03 Poor target, short time exposure | 3 | 2.6 | 1.0 | 5 | 4.4 | 2.8 | 8 | 7.0 | 1.7 | | | |
| | 04 Poor target, unexpected or unusual place | 18 | 15.8 | 22.5 | 12 | 10.5 | 10.8 | 30 | 26.3 | 15.7 | | | |
| | 05 Poor target, running | 4 | 3.5 | 1.4 | 4 | 3.5 | 1.4 | 8 | 7.0 | 1.4 | | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 1 | 0.9 | 2.2 | 1 | 0.8 | 0.8 | | | |
| | 09 Other course failures | 34 | 29.8 | 41.0 | 7 | 6.1 | 33.3 | 41 | 35.9 | 39.4 | | | |
| 2. | Ped Search Failures | 28 | 24.5 | 3.2 | 16 | 14.0 | 3.8 | 44 | | | | | |
| | 01 Ped search and detection failure, (no further info.) | 4 | 3.5 | 1.5 | 1 | 0.9 | 4.3 | 5 | 4.4 | 1.7 | | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 03 Distraction (no further info.) | 3 | 2.6 | 17.6 | 1 | 0.9 | 7.7 | 4 | 3.5 | 13.3 | | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 07 Distraction, hostile person and/or animal | 5 | 4.4 | 26.3 | 4 | 3.5 | 40.0 | 9 | 7.9 | 31.0 | | | |
| | 08 Distraction, play activity | 2 | 1.7 | 1.9 | 3 | 2.6 | 3.8 | 5 | 4.4 | 2.7 | | | |
| | 09 Distraction, other pedestrians | 2 | 1.7 | 2.3 | 3 | 2.6 | 2.4 | 5 | 4.4 | 2.4 | | | |
| | 10 Inadequate search, looked but didn't see | 2 | 1.7 | 2.6 | 0 | 0.0 | 0.0 | 2 | 1.8 | 2.0 | | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 3 | 2.6 | 1.8 | 0 | 0.0 | 0.0 | 3 | 2.6 | 1.2 | | | |
| | 19 Other search failures | 7 | 6.1 | 10.0 | 4 | 3.5 | 12.5 | 11 | 9.6 | 10.8 | | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 3 | 2.6 | 1.4 | 2 | 1.7 | 1.1 | 5 | | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 1 | 0.9 | 25.0 | 1 | 0.8 | 4.8 | | | |
| | 02 Parked car | 2 | 1.7 | 3.0 | 0 | 0.0 | 0.0 | 2 | 1.8 | 1.8 | | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | | |
| | 19 Other detection failures | 1 | 0.9 | 4.8 | 1 | 0.9 | 5.6 | 2 | 1.8 | 5.1 | | | |
| 4. | Ped Evaluation Failures | 52 | 45.6 | 13.9 | 25 | 21.9 | 13.4 | 77 | | | | | |
| | 01 Misperception of driver's intent | 21 | 18.4 | 21.4 | 7 | 6.1 | 18.4 | 28 | 24.6 | 20.5 | | | |
| | 02 Poor prediction of pedestrian/vehicle path | 7 | 6.1 | 5.8 | 12 | 10.5 | 14.3 | 19 | 16.7 | 9.3 | | | |
| | 03 Alcohol/drug impairment | 19 | 16.7 | 15.1 | 4 | 3.5 | 7.8 | 23 | 20.1 | 12.9 | | | |
| | 09 Other evaluation failures | 5 | 4.4 | 17.2 | 1 | 0.9 | 7.7 | 6 | 5.3 | 14.2 | | | |
| 5. | Ped Avoidance Action Failures | 19 | 16.7 | 10.4 | 13 | 11.4 | 11.9 | 32 | | | | | |
| | 01 Improper decision | 10 | 8.8 | 12.2 | 3 | 2.6 | 12.0 | 13 | 11.4 | 12.1 | | | |
| | 02 Environmental limits | 1 | 0.9 | 7.7 | 0 | 0.0 | 0.0 | 1 | 0.8 | 4.5 | | | |
| | 03 Human factors limits | 5 | 4.4 | 10.0 | 6 | 5.3 | 15.4 | 11 | 9.6 | 12.3 | | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 3 | 2.6 | 10.3 | 3 | 2.6 | 9.7 | 6 | 5.3 | 10.0 | | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 1 | 0.9 | 20.0 | 1 | 0.8 | 7.7 | | | |

| WEIRD | | N = 114 | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|------------------------------|---|---------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| PRECIPITATING DRIVER FACTORS | | 7.4% | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 6. | Driver Course (Risk-taking) Failures | 34 | 29.8 | 9.9 | 9 | 7.9 | 5.2 | 43 | | | | |
| | 01 Limitation of avoidance response, speeding | 7 | 6.1 | 6.7 | 4 | 3.5 | 4.1 | 11 | 9.6 | 5.4 | | |
| | 02 Limitation of avoidance response, weather | 1 | 0.9 | 5.0 | 1 | 0.9 | 3.8 | 2 | 1.7 | 4.3 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 1 | 0.9 | 4.0 | 2 | 1.7 | 15.4 | 3 | 2.6 | 7.9 | | |
| | 07 Out of control, prior to involvement with pedestrian | 3 | 2.6 | 4.3 | 0 | 0.0 | 0.0 | 3 | 2.6 | 3.6 | | |
| | 09 Other course failures | 22 | 19.3 | 20.2 | 2 | 1.7 | 9.1 | 24 | 21.0 | 18.3 | | |
| 7. | Driver Search Failures | 24 | 21.0 | 5.2 | 14 | 12.3 | 5.1 | 38 | | | | |
| | 01 Overload, too many activities | 2 | 1.7 | 10.5 | 1 | 0.9 | 6.7 | 3 | 2.6 | 8.8 | | |
| | 02 Distraction; traffic-related maneuver | 4 | 3.5 | 4.2 | 0 | 0.0 | 0.0 | 4 | 3.5 | 2.8 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 2 | 1.7 | 14.3 | 0 | 0.0 | 0.0 | 2 | 1.7 | 5.3 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 5 | 4.4 | 15.2 | 4 | 3.5 | 26.7 | 9 | 7.9 | 18.7 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 5 | 4.4 | 5.2 | 0 | 0.0 | 0.0 | 5 | 4.4 | 3.8 | | |
| | 08 Inadequate search, did not look carefully | 6 | 5.3 | 4.3 | 8 | 7.0 | 8.4 | 14 | 12.3 | 6.0 | | |
| | 09 Other search failures | 0 | 0.0 | 0.0 | 1 | 0.9 | 25.0 | 1 | 0.9 | 10.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 15 | 13.1 | 3.0 | 14 | 12.3 | 4.4 | 29 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 0 | 0.0 | 0.0 | 1 | 0.9 | 6.2 | 1 | 0.9 | 1.6 | | |
| | 02 Parked cars | 3 | 2.6 | 2.9 | 1 | 0.9 | 2.2 | 4 | 3.5 | 2.7 | | |
| | 03 Moving traffic | 1 | 0.9 | 1.4 | 0 | 0.0 | 0.0 | 1 | 0.9 | 0.8 | | |
| | 04 Standing traffic | 2 | 1.7 | 3.8 | 1 | 0.9 | 5.6 | 3 | 2.6 | 4.2 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 3 | 2.6 | 4.8 | 8 | 7.0 | 9.4 | 11 | 9.6 | 7.5 | | |
| | 07 Poor lighting (vehicular) | 1 | 0.9 | 20.0 | 0 | 0.0 | 0.0 | 1 | 0.9 | 11.3 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 1 | 0.9 | 3.8 | 1 | 0.9 | 5.9 | 2 | 1.7 | 4.6 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 2 | 1.7 | 5.7 | 0 | 0.0 | 0.0 | 2 | 1.7 | 3.3 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 2 | 1.7 | 6.1 | 2 | 1.7 | 7.4 | 4 | 3.5 | 6.6 | | |
| 9. | Driver Evaluation Failures | 24 | 21.0 | 6.6 | 19 | 16.7 | 12.2 | 43 | | | | |
| | 01 Misperception of pedestrian's intent | 15 | 13.2 | 8.2 | 9 | 7.9 | 15.8 | 24 | 21.0 | 10.0 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 5 | 4.4 | 5.1 | 6 | 5.3 | 10.3 | 11 | 9.6 | 7.0 | | |
| | 03 Alcohol/drug impairment | 4 | 3.5 | 5.6 | 2 | 1.7 | 6.2 | 6 | 5.3 | 5.8 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 2 | 1.7 | 25.0 | 2 | 1.7 | 12.5 | | |
| 10. | Driver Avoidance Action Failures | 11 | 9.6 | 5.4 | 5 | 4.4 | 4.2 | 16 | | | | |
| | 01 Improper decision | 2 | 1.7 | 3.9 | 2 | 1.7 | 8.3 | 4 | 3.5 | 5.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 1 | 0.9 | 1.9 | 1 | 0.9 | 3.0 | 2 | 1.7 | 2.3 | | |
| | 03 Lost control of vehicle, after avoidance action started | 2 | 1.7 | 9.1 | 1 | 0.9 | 6.2 | 3 | 2.6 | 7.9 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 4 | 3.5 | 9.3 | 1 | 0.9 | 4.2 | 5 | 4.4 | 7.5 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 2 | 1.7 | 14.3 | 0 | 0.0 | 0.0 | 2 | 1.7 | 8.3 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

| LIMITED INFORMATION PRECIPITATING PEDESTRIAN FACTORS | | N = 24 | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|--------|------|---------------|----------------------|------------------------|----------------|----------------------|------------------------|------------------|----------------------|------------------------|
| | | 1.6% | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor |
| 1. | Ped Course (Risk-taking) Failures | 9 | 37.5 | 0.8 | 8 | 33.3 | 1.0 | 17 | | | | |
| | 01 High exposure to vehicles | 4 | 16.7 | 0.4 | 4 | 16.7 | 2.4 | 8 | 33.3 | 2.0 | | |
| | 02 Poor target, slow speed | 1 | 4.2 | 5.0 | 0 | 0.0 | 0.0 | 1 | 4.1 | 2.1 | | |
| | 03 Poor target, short time exposure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Poor target, unexpected or unusual place | 1 | 4.2 | 1.2 | 4 | 16.7 | 3.6 | 5 | 20.8 | 2.6 | | |
| | 05 Poor target, running | 2 | 8.3 | 0.7 | 0 | 0.0 | 0.0 | 2 | 8.3 | 0.3 | | |
| | 06 Poor target, crossing against light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Walking with traffic, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other course failures | 1 | 4.2 | 1.2 | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.9 | | |
| 2. | Ped Search Failures | 12 | 50.0 | 1.4 | 3 | 12.5 | 0.7 | 15 | | | | |
| | 01 Ped search and detection failure, (no further info.) | 9 | 37.5 | 3.3 | 1 | 4.2 | 4.3 | 10 | 41.7 | 3.4 | | |
| | 02 Overload | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Distraction (no further info.) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction, traffic signal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction, traffic during 1st half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction, traffic during 2nd half of crossing | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Distraction, hostile person and/or animal | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Distraction, play activity | 0 | 0.0 | 0.0 | 1 | 4.2 | 1.3 | 1 | 4.7 | 3.4 | | |
| | 09 Distraction, other pedestrians | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.8 | 1 | 4.7 | 5.3 | | |
| | 10 Inadequate search, looked but didn't see | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Inattention, didn't look, day dreaming, etc. | 2 | 8.3 | 1.2 | 0 | 0.0 | 0.0 | 2 | 8.3 | 2.0 | | |
| | 19 Other search failures | 1 | 4.2 | 1.4 | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.9 | | |
| 3. | Ped Detection (Perceptual Interference) Failures | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.6 | 1 | | | | |
| | 01 Not explainable, adequate search but detection failure | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Parked car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting | 0 | 0.0 | 0.0 | 1 | 4.2 | 4.8 | 1 | 4.2 | 3.3 | | |
| | 07 Sun | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Building, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 4. | Ped Evaluation Failures | 5 | 20.8 | 1.3 | 2 | 8.3 | 1.1 | 7 | | | | |
| | 01 Misperception of driver's intent | 1 | 4.2 | 1.0 | 1 | 4.2 | 2.6 | 2 | 8.3 | 14.7 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 0 | 0.0 | 0.0 | 1 | 4.2 | 1.2 | 1 | 4.2 | 0.5 | | |
| | 03 Alcohol/drug impairment | 4 | 16.7 | 3.2 | 0 | 0.0 | 0.0 | 4 | 16.7 | 2.2 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 5. | Ped Avoidance Action Failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | | | | |
| | 01 Improper decision | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Environmental limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Human factors limits | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Pedestrian and driver interaction, failed to match evasive actions | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

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| LIMITED INFORMATION PRECIPITATING DRIVER FACTORS | | N = 24 1.6% | | CAUSAL FACTOR | | | RELATED FACTOR | | | TOTAL OF FACTORS | | |
|---|---|----------------|----------------------|------------------------|---|----------------------|------------------------|---|----------------------|------------------------|--|--|
| | | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | N | Percent of This Type | Percent of This Factor | | |
| 6. | Driver Course (Risk-taking) Failures | 4 | 16.7 | 1.2 | 1 | 4.2 | 0.6 | 5 | | | | |
| | 01 Limitation of avoidance response, speeding | 1 | 4.2 | 1.0 | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.5 | | |
| | 02 Limitation of avoidance response, weather | 0 | 0.0 | 0.0 | 1 | 4.2 | 3.8 | 1 | 4.2 | 2.2 | | |
| | 03 Unexpected course, attempt to beat light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Unexpected course, run red light | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Unexpected course, run stop sign | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Unexpected course, wrong side of road | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Out of control, prior to involvement with pedestrian | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Other course failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 7. | Driver Search Failures | 5 | 20.8 | 1.1 | 1 | 4.2 | 0.4 | 6 | | | | |
| | 01 Overload, too many activities | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 02 Distraction; traffic-related maneuver | 1 | 4.2 | 1.0 | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.7 | | |
| | 03 Distraction; other pedestrians | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Distraction; passenger in car | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Distraction; adjusting car, clothing or load | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Distraction; other | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 07 Inattention, not attending to driving, no specific distraction | 1 | 4.2 | 1.0 | 1 | 4.2 | 3.0 | 2 | 8.3 | 1.5 | | |
| | 08 Inadequate search, did not look carefully | 2 | 8.3 | 1.4 | 0 | 0.0 | 0.0 | 2 | 8.3 | 0.8 | | |
| | 09 Other search failures | 1 | 4.2 | 16.7 | 0 | 0.0 | 0.0 | 1 | 4.2 | 10.0 | | |
| 8. | Driver Detection (Perceptual Interference) Failures | 2 | 8.3 | 0.4 | 6 | 25.0 | 1.9 | 8 | | | | |
| | 01 Not explainable, apparently adequate search but detection failure | 1 | 4.2 | 2.2 | 1 | 4.2 | 6.2 | 2 | 8.3 | 3.3 | | |
| | 02 Parked cars | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Moving traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 04 Standing traffic | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Stopped bus | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 06 Poor lighting (roadside) | 1 | 4.2 | 1.6 | 4 | 16.7 | 4.7 | 5 | 20.8 | 3.4 | | |
| | 07 Poor lighting (vehicular) | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 08 Sun blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Headlight blinding | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 10 Buildings, posts, street furniture, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 11 Windshield dirty or obscured | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 12 Trees, brush, weeds, etc. | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 13 Weather conditions | 0 | 0.0 | 0.0 | 1 | 4.2 | 5.6 | 1 | 4.2 | 2.4 | | |
| | 19 Other detection failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 9. | Driver Evaluation Failures | 3 | 12.5 | 0.8 | 1 | 4.2 | 0.6 | 4 | | | | |
| | 01 Misperception of pedestrian's intent | 1 | 4.2 | 0.5 | 0 | 0.0 | 0.0 | 1 | 4.2 | 0.4 | | |
| | 02 Poor prediction of pedestrian/vehicle path | 2 | 8.3 | 2.0 | 0 | 0.0 | 0.0 | 2 | 8.3 | 1.3 | | |
| | 03 Alcohol/drug impairment | 0 | 0.0 | 0.0 | 1 | 4.2 | 3.1 | 1 | 4.2 | 1.0 | | |
| | 09 Other evaluation failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| 10. | Driver Avoidance Action Failures | 1 | 4.2 | 0.5 | 1 | 4.2 | 8.3 | 2 | | | | |
| | 01 Improper decision | 1 | 4.2 | 2.0 | 0 | 0.0 | 0.0 | 1 | 4.2 | 1.3 | | |
| | 02 Environmental limits, i.e., slippery surface | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 03 Lost control of vehicle, after avoidance action started | 0 | 0.0 | 0.0 | 1 | 4.2 | 6.2 | 1 | 4.2 | 2.6 | | |
| | 04 Pedestrian and driver interaction, failure to match evasive action | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 05 Vehicular limits, inadequate brakes or steering | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |
| | 09 Other avoidance action failures | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | 0 | 0.0 | 0.0 | | |

APPENDIX E

ABBREVIATED ACCIDENT DESCRIPTIONS

List E-1
Abbreviated Accident Descriptions
Type 97, Other

10008 Pedestrian riding toy out of marked crosswalk at intersection, vehicle proceeding straight
10010 Pedestrian walking across midblock in marked crosswalk, vehicle proceeding straight; V lights off
10016 Pedestrian walking across at intersection, V starting in road; D visual obscurement moving autos Ped 73 years old
10027 Ped standing in alley, vehicle starting from park position; Ped grabbed bumper of vehicle
10039 Ped entering parked car in roadway, vehicle driverless rolled back; Pedestrian 79 years old
10040 Ped ran across roadway midblock, vehicle proceeding straight; Ped playing chicken with vehicle
10043 Ped riding bicycle, vehicle proceeding straight; Ped jumped off bike, struck ran to curb
10044 Ped ran across midblock, vehicle proceeding straight; Ped 3 years old fell dodging other vehicle
10061 Ped crossing midblock, vehicle proceeding straight towing trailer; Ped walked into trailer
10075 Ped standing in roadway flagging vehicle, vehicle negotiating curve; vehicle inadequate brakes
10078 Ped riding big wheel toy into roadway midblock, vehicle proceeding straight; V poor brakes, Ped 4 years old
10100 Ped riding big wheel toy into road, vehicle proceeding straight; D visual obscurement parked car, Ped 5 years old
10106 2 Peds walking across at intersection, Vehicle starting in road; no brakes, Driver had been drinking alcohol
10116 Pedestrian lying in primary highway, Vehicle proceeding straight; P alcohol sleeping in Traffic
10121 Ped crossing limited access, Vehicle proceeding straight; Limited information hit and run fatal
10132 Ped standing in roadway, Vehicle proceeding straight; Ped struck by mirror poor prediction of path
10153 Ped playing in local street, Vehicle proceeding straight; Driver and Ped misjudged intent, mirror
10163 Ped crossing at intersection, Vehicle proceeding straight; P inattention Alcohol D poor prediction path
10166 Ped pushing cart across at intersection and stopped, Vehicle proceeding straight; D drunk, Ped 75 years old
10174 Ped pulling cart across roadway at intersection, Vehicle proceeding straight; D poor ped path prediction, P 79 OH
10175 Ped unloading own Vehicle in road, Vehicle proceeding straight D poor prediction of Vehicle path, mirror
10176 3 Peds crossing roadway midblock, Vehicle proceeding straight; Veh. headlights off, High School football game
10181 Pedestrian standing in road, Vehicle proceeding straight; Ped alcohol 70 years old Driver headlight blinded
10184 Pedestrian crossing in crosswalk, Vehicle caught in intersection; Driver distraction honking cars
11004 Pedestrian crossing intersection with light, Vehicle proceeding straight; Driver ran red light
11026 Pedestrian riding tricycle in road midblock, Vehicle proceeding straight; Pedestrian 6 years old

11028 Pedestrian standing on road midblock, Vehicle proceeding straight; Driver avoiding oncoming auto
11058 Pedestrian playing on edge of road, Vehicle proceeding straight; Ped 5 years old jumped into path of minibike
11072 Pedestrian riding tricycle into road, Vehicle proceeding straight; visions obscured by bushes
11100 Pedestrian flagging vehicle in local street, Vehicle stopping; Pedestrian turned his head bumping vehicle
12007 Pedestrian crossing midblock, Vehicle proceeding straight; Visual obscurement Ped 4 years old behind tumbleweed
12015 Pedestrian jumped on moving Vehicle, Vehicle proceeding straight; Pedestrian 4 years old fell to ground
12016 Pedestrian standing in road flagging vehicle, Vehicle passing stopped autos; slippery surface
12017 Pedestrian riding trike across road, Vehicle proceeding straight; Ped 3 years old Driver visual obscurement brush
12023 Ped crossing local street riding toy, Vehicle proceeding straight; Visual obscurement trash can Ped play activity
12029 Pedestrian riding big wheel toy in road, Vehicle proceeding straight; Pedestrian 4 years old
12039 Ped playing in local street, Vehicle proceeding straight; Ped playing with traffic and lost
12041 Ped crossing at intersection, Vehicle proceeding straight; Driver ran stop sign hit and run
12051 Ped crossing roadway at intersection stumbled and fell, 2 Vehicles proceeding straight hit Ped; Ped alcohol
12054 Ped stand in road, Vehicle proceeding straight; Driver hit and run Ped inattention Veh had no lights
12058 Ped sledding on local street, Vehicle proceeding straight; Pedestrian slid into vehicle side no evasive action
13043 Ped riding toy into roadway, Vehicle proceeding straight; Pedestrian 5 years old visual obstruction bushes
13053 Ped standing in freeway, Vehicle proceeding straight; dark, Ped inattention Driver no time avoidance act
13068 Ped crossing at intersection, Vehicle proceeding straight lost control on loose gravel braking for pedestrian
13073 Pedestrian stan ing in roadway, Vehicle proceeding straight; dark, Pedestrian alcohol
13079 Pedestrian crossing in crosswalk, Vehicle passing other vehicle; driver distraction traffic maneuver
14010 Ped standing in road, Vehicle passing on right stopped car; Pedestrian 2 years old dark clothing
14011 Ped crossing busy 4-lane road, hit and run vehicle proceeding straight; 2 other vehs also struck Ped, dark
14014 Ped riding skateboard in road at intersection, Vehicle proceeding straight; Driver speeding
14045 Ped riding coaster cart from driveway into roadway at intersection, Vehicle proceeding straight
15008 Ped walking in road with traffic, Vehicle proceeding straight; Pedestrian staggering in road drugs
15021 Pedestrian in middle of road flagging vehicle, Vehicle proceeding straight; Ped alcohol dark no lighting
15022 Pedestrian backing into roadway, Vehicle proceeding straight; Pedestrian at play on bridge

15025 Pedestrian rollerskating across major road, Vehicle proceeding straight; Ped 5 years old, other Peds
20016 Pedestrian standing in road, Vehicle proceeding straight; dark Driver blinded by headlight glare
20016 Pedestrian standing in road, Vehicle proceeding straight; dark Driver blinded by headlight glare
21027 Pedestrian crossing road to go to vehicle, Vehicle starting in road; Ped misinterpretation of Driver intent dark
21039 Pedestrian a policeman directing vehicle, Vehicle starting in road; lane blocked-disabled vehicle
21042 Pedestrian mounting bike on shoulder, Vehicle proceeding straight; Pedestrian poor prediction of vehicle path
21045 Ped walking in road with traffic, Vehicle proceeding straight; Ped alcohol dark rain controlled access road
21054 Ped crossing major roadway midblock, Vehicle proceeding straight; D misperception P intent, P inadequate search
22011 Ped walking in parking lot, Vehicle turning left; visual obscurement snow bank Ped 69 years old
22033 Driver stop to urinate friend tried to leave Driver behind ran Driver over; alcohol
22036 Ped standing on centerline, Vehicle proceeding straight; Pedestrian distraction traffic other direction
24029 Ped riding toy into road midblock, mail truck starting in road; Pedestrian 3 years old
24044 Pedestrian standing in traffic lane, Vehicle proceeding straight; Pedestrian and Driver inattention
24046 2 Peds standing on roadway, Vehicle proceeding straight; Driver visual obscurment fogged windshield wet
24054 Pedestrian crossing distributor, Vehicle proceeding straight; Pedestrian failed to observe vehicle
24057 Pedestrian riding bike in marked crosswalk against signal, Vehicle starting in roadway
24064 Ped walking in roadway with traffic and began crossing, Vehicle proceeding straight on wrong side
24080 Pedestrian crossing gas station driveway, Vehicle proceeding straight; Driver alcohol speeding hit and run
24082 Pedestrian at playcrossing at intersection, Vehicle proceeding straight; Ped 3 years old, heavy snow in roadway
24088 Ped crossing street, Vehicle proceeding straight; Ped sliding into icy street on sled couldn't stop
25021 Ped crossing at intersection, Vehicle stopped; Pedestrian walked into side of vehicle inattention Driver and Ped
31021 Ped crosing exit ramp of interstate stepped back into vehicle, Vehicle proceeding straight; Distraction other Ped
31023 Ped playing on bridge in roadway, Vehicle proceeding straight; distraction other pedestrians
31027 Ped stumbled into roadway on interstate, Vehicle proceeding straight; Driver distraction other Peds, Ped alcohol
31028 Ped playing in road, mini bike proceeding straight; Pedestrian 3 years old, D: 14 yrs old, distraction other peds
31039 Ped crossing interstate, Vehicle proceeding straight; dark no lighting fog Pedestrian alcohol

34002 Ped pushing motorcycle across at intersection, Vehicle proceeding straight; Ped saw signal misinterpret D intent
36003 Pedestrian walk in road with traffic, Vehicle proceeding straight; drug impairment dark
40002 Ped exits truck stands on shoulder highway, Vehicle proceeding straight; Pedestrian hit by mirror
40004 Ped exits car crossing midblock, Vehicle proceeding straight; fail to match evasive action
42014 Ped crossing highway intersection, V proceeding strt; no red light Ped distraction traffic 2nd half of Xing
42017 Ped stepped backward on narrow bridge, Vehicle proceeding straight; Pedestrian watching friends
42051 Ped crossing roadway midblock, Vehicle proceeding straight; Driver misperceived Ped intent, school zone
42053 Ped crossing improved roadway, Vehicle proceeding straight; Ped 78 years old Driver speeding both alcohol
42058 Ped crossing secondary highway, Vehicle proceeding straight; Pedestrian detection failure
43005 Ped playing in road coming out of trash can, Vehicle changing lanes; other pedestrians
43007 Ped riding tricycle in road, Vehicle proceeding straight; misperception of intent pedestrian 5 years old
43009 Pedestrian squatting in road, Vehicle proceeding straight; Pedestrian 4 years old Driver speeding road curvature
44004 Ped standing in mid road, Vehicle proceeding straight; Ped drunk major highway no road light
44009 Ped stands by car on shoulder interstate, Vehicle mirror strikes Ped; Visual obscurement traffic
44013 Ped standing in road, Vehicle proceeding straight; Ped inattention to traffic talking with other Vehicle
44042 Ped crossing primary highway, Vehicle proceeding straight; Ped 88 years old inattention walked in path of Veh.
44046 Ped crossing primary highway, Vehicle proceeding straight; Pedestrian alcohol wearing sunglasses dark
44052 Ped flagging down Vehicle in road, Vehicle proceeding straight; Driver headlight glare Pedestrian alcohol
44053 Ped lying in road, Vehicle proceeding straight; dark no lighting pedestrian alcohol
44060 Pedestrian walking in middle of roadway, Vehicle proceeding straight; dark no light Pedestrian alcohol
44064 Ped on hands and knees in road, Vehicle proceeding straight; dark Ped alcohol also sick
44080 Ped standing in center of road, Vehicle proceeding straight; Ped 2 years old Driver didn't observe Ped fatal
44082 2 Peds standing on road talking to a Vehicle, Vehicle proceeding straight; Vehicle defective lights
44097 Ped crossing major road, Vehicle proceeding straight; Driver with baby in arms, Ped alcohol and laundry bag
44113 Ped standing in road, Vehicle proceeding straight; Driver headlight blind, Pedestrian 68 years old alcohol
44139 Ped on snow sled rode into roadway, Vehicle proceeding straight; snowy road visual obscurement building
44140 Ped crossing primary highway, Vehicle proceeding straight; dark Pedestrian alcohol walked into Vehicle side

44159 Ped crossing at intersection, Vehicle starting in roadway; school guard motioned vehicle, confused Ped.
44161 Ped flagging down vehicle, Vehicle proceeding straight; Ped walked into path of vehicle D attempt avoidance act
44168 Ped crossing secondary road, Vehicle proceeding straight; Ped cataracts alcohol walked into path of vehicle
45009 Ped crossing midblock, Vehicle proceeding straight; headlight blind distract other Peds, Ped 70 years old
46003 Pedestrian crossing roadway midblock, Vehicle proceeding straight; Pedestrian inadequate search
46010 Ped standing on roadway edge, Vehicle proceeding straight; oncoming vehicle, Ped alcohol, dark
46012 Ped crossing interstate, Vehicle changing lanes; Ped alcohol pedestrian crossing to get tire
50003 Ped staggering in road, Vehicle proceeding straight; road icy no road lighting Pedestrian senile
50012 Ped crossing midblock, Vehicle starting in road; both stopped and then proceeded, Ped 82 years old
50013 Pedestrian crossing midblock, Vehicle slowed and honked horn Pedestrian 4 years old walked into vehicle
52048 2 Peds standing on shoulder, Vehicle proceeding straight; Driver avoiding other vehicle
55008 Ped on road midblock, Vehicle slows; poor light Driver headlight blinded Ped alcohol depressed
55016 Ped out of control on bike on gravel road, Vehicle proceeding straight; visual obstruction road bank
55018 Ped walking across midblock, Vehicle proceeding strt; misperception of intent pedestrian 77 years old
57002 Ped walking down steep embankment, Vehicle proceeding straight; Pedestrian 65 years old fell into road
57016 Ped crossing roadway, Vehicle proceeding straight; Driver saw Ped, brakes failed, Pedestrian walk into vehicle
57017 Ped crossing secondary highway, Vehicle proceeding straight; Ped 89 years old inadequate search fatal
58017 Ped crossing at intersection, Vehicle proceeding straight; Ped looked one way walked into vehicle
60009 Ped crossing interstate, Vehicle proceeding straight; Pedestrian alcohol walked in front of vehicle
60013 Ped crossing secondary highway, Vehicle proceeding straight; Ped pushed by other pedestrian into vehicle
60014 Ped playing on local street, motorcycle proceeding straight; Driver reckless actions weaving Driver 11 yrs old
61012 Ped crossing at intersection, Vehicle proceeding straight; Driver speeding alcohol Ped 65 yrs old poor road light
61019 Ped running on beach to water, Vehicle proceeding straight on beach; driver inattention
61020 Ped standing on primary highway, Vehicle proceeding straight; Both Ped and Driver alcohol dark
61030 Ped crossing interstate running, Vehicle proceeding straight; dark no light pedestrian alcohol
61041 2 Peds riding bicycle and tricycle in roadway, Vehicle proceeding straight; Driver no license

62011 Ped sitting in road on interstate, Vehicle merging onto road; fog poor road light
62040 Pedestrian crossing local street, Vehicle proceeding straight; Ped riding tricycle extremely small target
64004 Ped crossing in marked crosswalk at intersection, Vehicle proceeding straight; Pedestrian going to school
66010 2 Peds crossing major road, Vehicle changing lanes; Driver alcohol, speeding
67012 Ped standing on controlled access, Vehicle proceeding straight; dark no lighting
68003 Ped stumbled out of parked car and laid down on interstate, Vehicle proceeding straight
69001 Ped rode toy into local street, Vehicle proceeding straight; visual obscurment parked car Ped 4 yrs old playing
69007 Ped working leaving garbage truck, Vehicle passing truck; Ped inattention Driver poor path prediction
69010 Ped walking on shoulder with traffic, Vehicle proceeding straight; Ped inattention turn in vehicle path
69011 Ped backing into roadway, Vehicle proceeding straight; Ped 3 years old did not comprehend warnings
70003 Ped stand in road next to park vehicle, Vehicle proceeding straight; Driver drunk speed didn't see Ped
71016 2 Pedestrians standing in roadway, Vehicle proceeding straight; visual obscurment hill, dark
73001 Ped crossing limited access; Vehicle proceeding straight; Pedestrian alcohol dark no light dark clothing

List E-2

Abbreviated Accident Descriptions

Type 98, Weird

10007 Ped entering road at intersection to retrieve hat, Vehicle proceeding straight; contact improbable
10074 Ped playing in driveway, Vehicle backing into lot; Pedestrian jumped onto moving vehicle
10108 2 Peds crossing at intersection, Vehicle turning right; intentional accident, hit and run
10114 Ped jumping on vehicle, Vehicle backing; poor Ped prediction of vehicle poor pedestrian judgment
10127 Ped crossing at intersection, Vehicle stopped; Ped 67 years old lost balance fell on car with walker
10128 Ped pushing disabled vehicle, fell down and run over by tires
10139 Ped ran across interstate, Vehicle proceeding straight; Pedestrian fleeing scene prior crash
10160 Ped fell from pick-up on interstate, Vehicle proceeding straight; dark, Driver alcohol
10162 Ped trying to get on bus and fell, Bus starting in roadway; Pedestrian 86 years old cataracts
10179 Ped sitting in vehicle, Vehicle out of control; Pedestrian attempted to escape vehicle
11015 Ped jogging in road against traffic, Vehicle proceeding straight; jumped in front of vehicle
11023 Ped on sidewalk, Vehicle skidding into sidewalk; Driver intended to hit pedestrian
11025 Ped crossing midblock, Vehicle speeding straight; Ped distracted other pedestrians hit and run.
11039 Ped crossing roadway midblock, Vehicle making U-turn off a lawn; hit and run
11082 Ped flagging down vehicle, Vehicle almost stopped; Ped alcohol, lewd, Driver fear for safety
11086 Ped crossing interstate ramp, Vehicle proceeding straight; Ped fleeing from police Ped drunk fatal
12027 Ped exiting vehicle without properly setting brake vehicle reversed striking Pedestrian
12028 Ped crossing access, Vehicle proceeding straight; Pedestrian alcohol lunged purposely at moving vehicle
13046 Pedestrian getting into collision vehicle, Vehicle starting in road; Driver attention on signal
13061 Pedestrian crossing major roadway tried to return and fell, Vehicle proceeding straight; family quarrel
13064 Ped grabbed onto vehicle as it started from parked position; Pedestrian 2 years old, child of Driver
13072 Ped in wheelchair on shoulder against traffic, Vehicle neg curve; Pedestrian poor path
14012 Ped crossed intersection, Vehicle starts in road U-turns in intersection and hit Ped willfully; Driver alcohol
14015 Ped flagging vehicle in road, Vehicle proceeding straight; Driver distracted by passenger
14023 Ped working in road, Vehicle stopped; Driver leg in cast foot slipped striking pedestrian.
14037 Ped standing on edge of local street, Vehicle on wrong side of road; Driver ran off roadway
14042 Ped on roller skates grabbed onto vehicle starting from parked position and fell
15004 Ped exits vehicle and falls under vehicle, Vehicle starting from parked position; Pedestrian 4 years old

20006 Ped walk in parking lot, Vehicle out of control; Ped injury result of vehicle-road sign impact
20014 Ped stand in road arguing with Driver, Vehicle starting in road; Driver ran over pedestrians foot
21006 Ped standing in middle of road waving arms, Vehicle proceeding straight; Driver visual obscurment moving traffic
21012 Ped standing in road, Vehicle snowmobile proceeding straight; Driver visual obscurment tinted visor hill
21019 Ped crossing at intersection, Vehicle turning left; Driver in hurry pass picket line, strike incident
21025 Ped walking in road against traffic, Vehicle weaving to wrong side; playing chicken
21031 Ped crossing at intersection, Vehicle starting in road; Peds harassing driver, stimulus overload
22016 Ped working not in road, Vehicle proceeding straight; Vehicle hit hose pushing pump into pedestrian
22063 Ped working fell off garbage truck, garbage truck starting in roadway
22070 Ped crossing roadway at interstate interchange, Vehicle proceeding straight; suicide case
24033 2 Peds sleeping in space at drive in, Vehicle pulling into space; tall grass
24036 Pedestrian walking in road with traffic jumped on hood of vehicle, Vehicle proceeding straight; horseplay
24037 Got out of vehicle in road, Vehicle accelerated around; Driver panic had been harassing pedestrian
24047 Pedestrian stumbed across interstate, Vehicle proceeding straight; Pedestrian retarded, kidnapped earlier
24051 Pedestrian sitting on trunk of car, Vehicle starting in road; Driver aggressive act to hit pedestrian
24055 Pedestrian staggering across major roadway, Vehicle proceeding straight; Pedestrian mental patient on drugs
24069 Pedestrian crossing distributor, Vehicle proceeding straight; both Pedestrian and Driver distracted by barn fire
24073 Pedestrian trying to enter moving vehicle and fell down, Vehicle proceeding on shoulder; argument
24087 Pedestrian lying in roadway from previous accident; Vehicle negotiating sharp curve; dark
25002 Pedestrian hitchhiking improved highway, Vehicle proceeding straight; Pedestrian mental case ran into vehicle
25024 Ped crossing at intersection, Vehicle proceeding straight; Pedestrian fell no vehicle impact
25026 Pedestrian exited vehicle, held door and fell as vehicle started in roadway; icy road
31020 Pedestrian lying in road, Vehicle proceeding straight; Ped mental case Driver speeding hit and run
31037 Pedestrian lying in roadway, Vehicle proceeding straight; Pedestrian alcohol, dark, fatal
33004 Pedestrian working under stopped car, Vehicle shifted in gear ran over pedestrians leg
35005 Pedestrian riding on hood of vehicle, Vehicle starting in road; Driver and Pedestrian carelessness and risky

35007 Pedestrian standing in road with traffic, Vehicle proceeding straight; Ped and Driver on grass at state fair
37002 Pedestrian sitting behind parked car, Vehicle started back; outdoor party both alcohol
44011 Pedestrian walk in road with traffic, Vehicle proceeding straight; Pedestrian kicked vehicle as it passed
44015 Pedestrian stands in road holds door handle of vehicle, Vehicle starting in road; family quarrel
44018 2 Pedestrians lying in highway, Vehicle proceeding straight; Pedestrians alcohol drug impairment
44049 Pedestrian walking in road with traffic, Vehicle proceeding straight; Ped aggressive action kicked vehicle
44065 Pedestrian crossing distributor, Vehicle proceeding straight; Pedestrian purposely walked into vehicle side
44070 Pedestrian lying in roadway, Vehicle proceeding straight; Pedestrian alcohol dark had run out of gas
44096 Ped standing in roadway looking at dead dog, Vehicle proceeding straight; Driver blinded headlights
44144 Ped walking along edge of roadway, Vehicle proceeding straight; Ped intentionally step into vehicle path
44165 Pedestrian riding wild pony which bolted across roadway, Vehicle proceeding straight
50006 Ped lying in road in front of his auto wrong side, Vehicle slowing; Auto-Auto accident
52035 Ped running in road against traffic, Vehicle stopped; Ped threw self at vehicle, suicidal Pedestrian
52036 Ped standing in road, Vehicle stopped; Driver and Pedestrian argue truck rolls forward into pedestrian
52043 Farmer flagging vehicle for cows, Vehicle proceeding straight; Twilight Driver Distraction standing vehicle
52050 Pedestrian walking on road with traffic, Vehicle negotiating curve; equipment fell off truck
52051 Ped going to vehicle, Vehicle starting in road; Driver and Pedestrian fighting Driver accelerated from Ped
54002 Ped ran in front of collision vehicle, Vehicle start from park position; family quarrel
54015 Ped chasing vehicle in road at intersection, Vehicle stopped; Pedestrian ran into rear of vehicle
54017 Ped jumped on vehicle attempting to detain Driver, Vehicle accelerating into roadway; quarrel
54020 Ped walking on railroad embankment, motorcycle proceeding straight; Driver speeding, not on roadway Ped 4 yrs old
55017 Ped standing behind vehicle in driveway, Vehicle backing; Driver 14 years old freak accident
55023 Ped standing at roadblock, Vehicle busting through; Auto-Auto crash Driver stole Pedestrians truck
55024 Ped on bridge midblock, Vehicle proceeding straight; Ped 2 years old on sidewalk bending over road looking down
55028 Ped lying sleep middle of road, Vehicle proceeding straight; Ped alcohol dark no light
55029 Ped exits vehicle, Vehicle driverless backing; Ped 80 years old didn't set brake on own stopped vehicle
55037 Ped chased Ped in parking lot, Vehicle backing; Driver intended to strike pedestrian alcohol

55038 Pedestrian ran across interstate, Vehicle proceeding straight; suicide case
57006 Ped standing in middle of road, Vehicle proceeding straight; Driver playing joke on pedestrian
57012 Ped flagging down vehicle, Vehicle accelerating in roadway; Driver and Ped fighting ran of roadway
57018 Ped walking on railroad trestle, Vehicle train proceeding straight; Pedestrian trapped
58005 Ped jumping on vehicle, Veh pulling out of parking lot; Ped fell off vehicle when Driver stop
58006 Ped camper engaged in car pulling contest, lost his footing only bruised
58015 Ped attempting to enter vehicle on driveway, Vehicle proceeding straight; Driver didn't stop Ped fell
60004 Ped trying to enter collision vehicle, Vehicle backing and proceeding straight; family quarrel
60005 Ped climbing vehicle; Vehicle mailtruck starting in road; Ped 2 years old Driver inattention to kids
60017 Ped sleeping in middle of roadway, Vehicle proceeding straight; Ped alcohol dark no lighting
60024 Ped crossing local street drag strip, Vehicle motorcycle with defective light; dark Ped alcohol
61006 Ped attempting to enter own driverless out of control vehicle thrown to ground
61035 2 pedestrians sleeping in roadway, Vehicle proceeding straight; dark, pedestrians on drugs
61037 Pedestrian fell off back of pickup truck on beach, vehicle following too close for avoidance
61039 Pedestrian lying in roadway, vehicle proceeding straight; Pedestrian and Driver alcohol, dark
61062 Pedestrian lying on major roadway, vehicle proceeding straight; Pedestrian alcohol, dark, hit and run
61063 Pedestrian crossing roadway midblock, vehicle proceeding straight; Driver 74 years old
62010 Pedestrian jumped in front of vehicle midblock, vehicle proceeding straight; Pedestrian mentally disturbed
62013 Pedestrian walking along shoulder on interstate, Vehicle proceeding straight; Pedestrian carrying pipe
62032 Ped passed out in roadway, Vehicle proceeding straight; Driver didn't observe very drunk pedestrian
66011 Ped fell from camper, ran to road, Vehicle proceeding straight; Pedestrian looking for parents camper
68004 Ped crossing local street, Vehicle proceeding straight; Driver lost control pushed gas not brake
68027 Ped hitchhiking in middle of road, Vehicle proceeding straight; family argument dark Pedestrian alcohol
69015 Pedestrian working on disabled vehicle, Vehicle proceeding straight; Wheel fell off jumping median
70005 Pedestrian sitting in middle of road, Vehicle proceeding straight; attempted suicide
70009 Ped ran into major road, vehicle proceeding straight; Ped alcohol and attempted suicide

- 70012 Ped crawling on road after wreck, Vehicle proceeding straight; Ped disoriented Driver headlight blinded.
- 70018 Pedestrian standing in roadway, Vehicle proceeding straight; Ped drunk arguing with driver of standing veh.
- 71004 Ped standing in road blocking traffic, Vehicle proceeding straight; Possible hostile act
- 71007 Ped exited collision vehicle, driverless vehicle rolled back; Pedestrian tried to stop vehicle
- 71009 Ped crossing at intersection, Vehicle proceeding straight; other pedestrians, Driver visual obscurement parked car
- 71014 Ped standing not in roadway, Vehicle making left turn Labor problems at picket line

APPENDIX F

OPERATIONAL FORMS

Appendix F
Operational Forms

| <u>Page</u> | <u>Title</u> | <u>Function</u> |
|-------------|---------------------------|---|
| 2 | Recruiting Poster | Used to recruit potential field investigators. |
| 3 | Consulting Agreement | Details responsibilities in the FI/BTI relationship. |
| 4 | BTI Equipment Receipt | Lists equipment assigned to each FI. |
| 5 | Field Investigator Data | Details personal data, schedule, references, etc. on each FI. |
| 6 | FI Introduction | Used by FI's to introduce themselves to potential interviewees. |
| 7 | Daily Log | Record of FI activities, hours worked, miles driven. |
| 8 | Two-Week Summary | Submitted by FI's every two weeks; functioned as invoice and progress report. |
| 9 | FI Shipping Log | Listing of items, reports, etc. sent to each FI. |
| 10 | FI Receiving Log | Listing of items, reports, etc. received from each FI. |
| 11 | Monthly Accident Log | Used by capital FI to record cases assigned. |
| 12 | Monthly State Summary | Used by capital FI to summarize month's activities. |
| 13 | FI Summary | Used to summarize cases submitted, cost per case, etc. for each FI. |
| 14 | FI Identification Numbers | List of FI code numbers assigned to each FI. |
| 15 | County Code List | Listing of code numbers corresponding to each county. |

WANTED

Responsible individuals to serve as part-time local field investigators in a nationwide study of rural pedestrian accidents. The job involves interviewing the individuals involved and making observations at the accident site.

QUALIFICATIONS:

- Graduate student or upperclassman with a background in the Behavioral Sciences, Law, Traffic Engineering, or related fields
- Some interviewing experience or experience in a job involving public contact.
- An automobile and ready access to a telephone

REMUNERATIONS:

Real-world experience in a scientific investigation of a contemporary problem AND \$3:50 per hour plus expenses.

DURATION:

Approximately 10 to 15 hours per week for about one year.

If you are interested, please send the following information to:

R. L. Knoblauch, Principal Investigator
BIOTECHNOLOGY, INC.
3027 Rosemary Lane
Falls Church, Virginia 22042

Name _____

Address _____

Phone _____ A.C. (_____)

Academic Major _____ Minor _____

Year _____ Age _____

Grade Point Average _____ Where A = _____

Courses Taken: _____

Job Experience: _____

FIELD INVESTIGATOR'S CONSULTING AGREEMENT

THIS AGREEMENT, dated this _____ day of _____, 19____, by and between BioTechnology, Inc. (hereinafter called BTI) and _____ (hereinafter called Consultant) pertains to the arrangements under which Consultant will provide services as required to BTI. It should be noted that Consultant will not for any purpose be considered an employee of BTI. Specifically, this means that employee benefits such as sick leave, vacation, holiday leave, group insurance, and disability income insurance will not be provided, and Consultant will be solely responsible for payment of Federal, state, and any other taxes.

Term. The term of this agreement shall be approximately one year from the date of a notice to proceed issued by BTI. In the event Consultant must terminate this agreement, a written notice of Consultant's intent to terminate services shall be submitted to BTI at least three weeks in advance of termination. This agreement may be terminated at any time by BTI for cause or in the event the data collection effort should not be required. This agreement may not be assigned by either party without the consent of the other.

Services. During the term of this agreement, Consultant will perform general services in the area of data collection on pedestrian accidents. The Consultant will apply his best efforts in performance of these services consistent with the state-of-the-art involved. The Consultant will make every effort to follow the data collection guidelines and principles provided to the Consultant by BTI.

Records. The Consultant agrees to maintain and submit records of the services he performs in accordance with instructions received from BTI. The Consultant agrees to notify BTI within 48 hours of any deviations from the data collection guidelines and principles outlined by BTI.

Rate. The consulting rate will be \$ _____ per hour.

Expenses. Consultant will be reimbursed at actual cost for reasonable expenses incurred in travel, lodging, communications, and supplies related to the services required by BTI. Travel by private automobile shall be charged at the rate of ten cents (10¢) per mile plus tolls and parking.

Payment. Reimbursement for services and expenses will be made upon receipt of a properly completed invoice form provided by BTI as per the instructions issued with the form. An invoice must be submitted on alternating Mondays. All work performed and amounts invoiced will be subject to review and approval by the cognizant BTI Principal Investigator and Program Manager.

Equipment. It is agreed that the Consultant will be responsible for equipment made available to him during the period of the study and will return such equipment to BTI upon the completion of his duties at the termination of this agreement.

Disclosure. The Consultant shall not disclose to any person, firm, or corporation, any information or data collected or developed during the course of performance of services provided under this contract without the prior written consent of BTI, whether or not such data relates to the objectives and results of the study of pedestrian accidents.

IN WITNESS WHEREOF, BTI has caused this Agreement to be executed by its duly authorized representative, and Consultant has executed this Agreement in the date first above written.

CONSULTANT

BIOTECHNOLOGY, INC.

BTI EQUIPMENT RECEIPT
Rural Pedestrian Accident Study

| <u>Item</u> | <u>Quantity</u> | <u>Issued</u> | <u>Returned</u> |
|-------------------------|-----------------|---------------|-----------------|
| Carrying Case # _____ | _____ | _____ | _____ |
| Polaroid Camera # _____ | _____ | _____ | _____ |
| MM-45T # _____ | _____ | _____ | _____ |
| Stopwatch # _____ | _____ | _____ | _____ |
| Music Stand _____ | _____ | _____ | _____ |
| Disposable Vest _____ | _____ | _____ | _____ |
| Template _____ | _____ | _____ | _____ |
| Clipboard _____ | _____ | _____ | _____ |
| Auto compass _____ | _____ | _____ | _____ |
| Film #rolls _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

Issued to: _____
 (Print)

 (Signature)

Issued by: _____
 (Print)

 (Signature)

Date: _____

Returned to: _____
 (Print)

 (Signature)

Date: _____

To Whom It May Concern:

BioTechnology, Inc. is doing a study of pedestrian accidents for the U.S. Department of Transportation. This letter is to introduce our field investigator who is working in your area. This person's identity may be confirmed by the I.D. badge showing his or her picture.

We would appreciate your cooperating by telling us a few things about the accident currently being investigated. Everything you tell us will be treated confidentially. Your name will not be associated with the investigation in any way.

Thank you for your help.

Sincerely,



Richard L. Knoblauch
Principal Investigator

BIOTECHNOLOGY, INC.
 FIELD INVESTIGATOR INVOICE
 Two Week Summary

Social Security No. _____

Name _____

FI # _____

State/Area _____

| <u>Date</u> | <u>Miles</u> | <u>Hours Worked</u> | <u>Other Expenses</u> |
|---------------|--------------|---------------------|-----------------------|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| TOTALS | | | |

#Sites Visited _____

Interviews _____

Summary: Hours Worked _____ x \$3.50 = _____

Miles Driven _____ x \$.10 = _____

Other Expenses (attach receipts)

Tolls _____

Parking _____

Authorized meals, etc. _____

Phone _____

Other _____

Total \$ _____

I certify that the above charges are true and correct _____

OFFICE USE ONLY Date paid _____ Check# _____ Charge to _____

Approved _____

MONTHLY STATE SUMMARY

State _____

Month _____

Total For Month _____

Totals For Each County:
(list alphabetically)

Totals for Each Field Investigator:
(list alphabetically)

Name: _____

FI #: _____

FI SUMMARY

| Date | # Cases Cuml. | Cuml. Cases | Total Time | Cuml. Time | Mean Time/ Case | Miles Traveled | Cuml. Miles | Total \$ | Cuml. \$ | # Sites Visited | Cuml. Sites | # Int. Held | Cuml. Int. | |
|------|------------------|----------------|---------------|---------------|-----------------------|-------------------|----------------|-------------|-------------|--------------------|----------------|----------------|---------------|--|
| | | | | | | | | | | | | | | |

FI Identification Numbers

| | | | |
|------------|------------------------|----------------|-----------------------------|
| California | | North Carolina | |
| 10 | Howard N. Stein | 40 | Lister S. Winfree |
| 11 | Keith O. Plummer | 42 | Melville D. Cunningham, Jr. |
| 12 | Donald M. Garthwaite | 43 | Fred N. Williamson, Jr. |
| 13 | Holland P. Golec | 44 | Dexter D. Tolbert |
| 14 | Robert N. Pechnick | 45 | Yolande A. Long |
| 15 | Frank R. VonPluecker | | |
| Michigan | | Pennsylvania | |
| 20 | Henry J. Meeuwse | 50 | James G. Pollock |
| 21 | Walter J. Hoppe | 52 | Frank J. Cherry |
| 22 | William H. Lewandowski | 53 | Philip J. Lee |
| 24 | Steve N. Zecker | 54 | Michael J. Goldstein |
| 25 | Thomas E. Delach | 55 | James R. Oxley |
| | | 57 | David L. Fair |
| | | 58 | Neal S. Axelrod |
| Missouri | | Texas | |
| 31 | Candy M. Norman | 60 | Christine Heath |
| 32 | Eujenia C. Euvino | 61 | Mark R. Bamberg |
| 33 | Dennis M. O'Malley | 62 | Martin K. Wright |
| 34 | Daniel S. Brame | 63 | Mark Reichart |
| 35 | Jerry W. Meisenheimer | 64 | Dallas O. Rich |
| 36 | Teila D. Sprinkel | 67 | Derrin Burge |
| 37 | Robin B. Hovey | 68 | Dan Icet |
| 70 | Thomas R. Simmons | 69 | Ray Terrel |
| 71 | Arlene J. Kliethermes | | |

CALIFORNIA
County Code Sheet

| <u>County</u> | <u>Code</u> | <u>County</u> | <u>Code</u> | <u>County</u> | <u>Code</u> |
|---------------|-------------|-----------------|-------------|---------------|-------------|
| Alameda | 01 | Marin | 21 | San Mateo | 41 |
| Alpine | 02 | Mariposa | 22 | Santa Barbara | 42 |
| Amador | 03 | Mendocino | 23 | Santa Clara | 43 |
| Butte | 04 | Merced | 24 | Santa Cruz | 44 |
| Calaveras | 05 | Modoc | 25 | Shasta | 45 |
| Colusa | 06 | Mono | 26 | Sierra | 46 |
| Contra Costa | 07 | Monterey | 27 | Siskiyou | 47 |
| Del Norte | 08 | Napa | 28 | Solano | 48 |
| El Dorado | 09 | Nevada | 29 | Sonoma | 49 |
| Fresno | 10 | Orange | 30 | Stanislaus | 50 |
| Glenn | 11 | Placer | 31 | Sutter | 51 |
| Humboldt | 12 | Plumas | 32 | Tehama | 52 |
| Imperial | 13 | Riverside | 33 | Trinity | 53 |
| Inyo | 14 | Sacramento | 34 | Tulare | 54 |
| Kern | 15 | San Benito | 35 | Tuolumne | 55 |
| Kings | 16 | San Bernardino | 36 | Ventura | 56 |
| Lake | 17 | San Diego | 37 | Yolo | 57 |
| Lassen | 18 | San Francisco | 38 | Yuba | 58 |
| Los Angeles | 19 | San Joaquin | 39 | | |
| Madera | 20 | San Luis Obispo | 40 | | |

MICHIGAN
County Code Sheet

| <u>County</u> | <u>Code</u> | <u>County</u> | <u>Code</u> | <u>County</u> | <u>Code</u> |
|----------------|-------------|---------------|-------------|---------------|-------------|
| Alcona | 01 | Gratiot | 29 | Missaukee | 57 |
| Alger | 02 | Hillsdale | 30 | Monroe | 58 |
| Allegan | 03 | Houghton | 31 | Montcalm | 59 |
| Alpena | 04 | Huron | 32 | Montmorency | 60 |
| Antrim | 05 | Ingham | 33 | Muskegon | 61 |
| Arenac | 06 | Ionia | 34 | Newaygo | 62 |
| Baraga | 07 | Iosco | 35 | Oakland | 63 |
| Barry | 08 | Iron | 36 | Oceana | 64 |
| Bay | 09 | Isabella | 37 | Ogemaw | 65 |
| Benzie | 10 | Jackson | 38 | Ontonagon | 66 |
| Berrien | 11 | Kalamazoo | 39 | Osceola | 67 |
| Branch | 12 | Kalkaska | 40 | Oscoda | 68 |
| Calhoun | 13 | Kent | 41 | Otsego | 69 |
| Cass | 14 | Keneenaw | 42 | Ottawa | 70 |
| Charlevoix | 15 | Lake | 43 | Presque Isle | 71 |
| Cheboygan | 16 | Lapeer | 44 | Roscommon | 72 |
| Chippewa | 17 | Leelanau | 45 | Saginaw | 73 |
| Clare | 18 | Lenawee | 46 | St. Clair | 74 |
| Clinton | 19 | Livingston | 47 | St. Joseph | 75 |
| Crawford | 20 | Luce | 48 | Sanilac | 76 |
| Delta | 21 | Mackinac | 49 | Schoolcraft | 77 |
| Dickinson | 22 | Macomb | 50 | Shiawassee | 78 |
| Eaton | 23 | Manistee | 51 | Tuscola | 79 |
| Emmet | 24 | Marquette | 52 | Van Buren | 80 |
| Genesee | 25 | Mason | 53 | Washtenaw | 81 |
| Gladwin | 26 | Mecosta | 54 | Wayne | 82 |
| Gogebic | 27 | Menominee | 55 | Wexford | 83 |
| Grand Traverse | 28 | Midland | 56 | | |

MISSOURI
County Code Sheet

| <u>County</u> | <u>Code</u> | <u>County</u> | <u>Code</u> | <u>County</u> | <u>Code</u> |
|----------------|-------------|---------------|-------------|----------------|-------------|
| Adair | 01 | Grundy | 40 | Perry | 79 |
| Andrew | 02 | Harrison | 41 | Pettis | 80 |
| Atchison | 03 | Henry | 42 | Phelps | 81 |
| Audrain | 04 | Hickory | 43 | Pike | 82 |
| Barry | 05 | Holt | 44 | Platte | 83 |
| Barton | 06 | Howard | 45 | Polk | 84 |
| Bates | 07 | Howell | 46 | Pulaski | 85 |
| Benton | 08 | Iron | 47 | Putnam | 86 |
| Bollinger | 09 | Jackson | 48 | Ralls | 87 |
| Boone | 10 | Jasper | 49 | Randolph | 88 |
| Buchanan | 11 | Jefferson | 50 | Ray | 89 |
| Butler | 12 | Johnson | 51 | Reynolds | 90 |
| Caldwell | 13 | Knox | 52 | Ripley | 91 |
| Callaway | 14 | Laclede | 53 | St. Charles | 92 |
| Camden | 15 | Lafayette | 54 | St. Claire | 93 |
| Cape Girardeau | 16 | Lawrence | 55 | St. Francois | 94 |
| Carroll | 17 | Lewis | 56 | Ste. Genevieve | 95 |
| Carter | 18 | Lincoln | 57 | St. Louis | 96 |
| Cass | 19 | Linn | 58 | St. Louis City | 97 |
| Cedar | 20 | Livingston | 59 | Saline | 98 |
| Chariton | 21 | McDonald | 60 | Schuyler | 99 |
| Christian | 22 | Macon | 61 | Scotland | 100 |
| Clark | 23 | Madison | 62 | Scott | 101 |
| Clay | 24 | Maries | 63 | Shannon | 102 |
| Clinton | 25 | Marion | 64 | Shelby | 103 |
| Cole | 26 | Mercer | 65 | Stoddard | 104 |
| Cooper | 27 | Miller | 66 | Stone | 105 |
| Crawford | 28 | Mississippi | 67 | Sullivan | 106 |
| Dade | 29 | Moniteau | 68 | Taney | 107 |
| Dallas | 30 | Monroe | 69 | Texas | 108 |
| Daviess | 31 | Montgomery | 70 | Verdon | 109 |
| DeKalb | 32 | Morgan | 71 | Warren | 110 |
| Dent | 33 | New Madrid | 72 | Washington | 111 |
| Douglas | 34 | Newton | 73 | Wayne | 112 |
| Dunklin | 35 | Nodaway | 74 | Webster | 113 |
| Franklin | 36 | Oregon | 75 | Worth | 114 |
| Gasconade | 37 | Osage | 76 | Wright | 115 |
| Gentry | 38 | Ozark | 77 | | |
| Greene | 39 | Pemiscot | 78 | | |

NORTH CAROLINA

County Code Sheet

| <u>Country</u> | <u>Code</u> | <u>Country</u> | <u>Code</u> | <u>Country</u> |
|----------------|-------------|----------------|-------------|----------------|
| Alamance | 01 | Franklin | 35 | Orange |
| Alexander | 02 | Gaston | 36 | Pamlico |
| Alleghany | 03 | Gates | 37 | Pasquotank |
| Anson | 04 | Graham | 38 | Pender |
| Ashe | 05 | Granville | 39 | Perquimans |
| Avery | 06 | Greene | 40 | Person |
| Beaufort | 07 | Guilford | 41 | Pitt |
| Bertie | 08 | Halifax | 42 | Polk |
| Bladen | 09 | Harnett | 43 | Randolph |
| Brunswick | 10 | Haywood | 44 | Richmond |
| Buncombe | 11 | Henderson | 45 | Robeson |
| Burke | 12 | Hertford | 46 | Rockingham |
| Cabarrus | 13 | Hoke | 47 | Rowan |
| Caldwell | 14 | Hyde | 48 | Rutherford |
| Camden | 15 | Iredell | 49 | Sampson |
| Carteret | 16 | Jackson | 50 | Scotland |
| Caswell | 17 | Johnston | 51 | Stanly |
| Catawba | 18 | Jones | 52 | Stokes |
| Chatham | 19 | Lee | 53 | Surry |
| Cherokee | 20 | Lenoir | 54 | Swain |
| Chowan | 21 | Lincoln | 55 | Transylvania |
| Clay | 22 | McDowell | 56 | Tyrrell |
| Cleveland | 23 | Macon | 57 | Union |
| Columbus | 24 | Madison | 58 | Vance |
| Craven | 25 | Martin | 59 | Wake |
| Cumberland | 26 | Mecklenburg | 60 | Warren |
| Currituck | 27 | Mitchell | 61 | Washington |
| Dare | 28 | Montgomery | 62 | Watauga |
| Davidson | 29 | Moore | 63 | Wayne |
| Davie | 30 | Nash | 64 | Wilkes |
| Duplin | 31 | New Hanover | 65 | Wilson |
| Durham | 32 | Northampton | 66 | Yadkin |
| Edgecombe | 33 | Onslow | 67 | Yancey |
| Forsyth | 34 | | | |

PENNSYLVANIA
County Code Sheet

| <u>County</u> | <u>Code</u> |
|---------------|-------------|
| Adams | 01 |
| Allegheny | 02 |
| Armstrong | 03 |
| Beaver | 04 |
| Bedford | 05 |
| Berks | 06 |
| Blair | 07 |
| Bradford | 08 |
| Bucks | 09 |
| Butler | 10 |
| Cambria | 11 |
| Cameron | 12 |
| Carbon | 13 |
| Centre | 14 |
| Chester | 15 |
| Clarion | 16 |
| Clearfield | 17 |
| Clinton | 18 |
| Columbia | 19 |
| Crawford | 20 |
| Cumberland | 21 |
| Dauphin | 22 |
| Delaware | 23 |

| <u>County</u> | <u>Code</u> |
|---------------|-------------|
| Elk | 24 |
| Erie | 25 |
| Fayette | 26 |
| Forest | 27 |
| Franklin | 28 |
| Fulton | 29 |
| Greene | 30 |
| Huntingdon | 31 |
| Indiana | 32 |
| Jefferson | 33 |
| Juniata | 34 |
| Lackawanna | 35 |
| Lancaster | 36 |
| Lawrence | 37 |
| Lebanon | 38 |
| Lehigh | 39 |
| Luzerne | 40 |
| Lycoming | 41 |
| McKean | 42 |
| Mercer | 43 |
| Mifflin | 44 |
| Monroe | 45 |

| <u>County</u> | <u>Code</u> |
|----------------|-------------|
| Montgomery | 46 |
| Montour | 47 |
| Northampton | 48 |
| Northumberland | 49 |
| Perry | 50 |
| Philadelphia | 51 |
| Pike | 52 |
| Potter | 53 |
| Schuylkill | 54 |
| Snyder | 55 |
| Somerset | 56 |
| Sullivan | 57 |
| Susquehanna | 58 |
| Tioga | 59 |
| Union | 60 |
| Venango | 61 |
| Warren | 62 |
| Washington | 63 |
| Wayne | 64 |
| Westmoreland | 65 |
| Wyoming | 66 |
| York | 67 |

TEXAS

County Code Sheets

| County | Code | County | Code | County | Code | County | Code |
|---------------|------|------------|------|-------------|------|---------------|------|
| Anderson | 01 | Donley | 65 | Kaufman | 129 | Reagan | 192 |
| Andrews | 02 | Duval | 66 | Kendall | 130 | Real | 193 |
| Angelina | 03 | Eastland | 67 | Kenedy | 131 | Red River | 194 |
| Arenas | 04 | Ector | 68 | Kent | 132 | Reeves | 195 |
| Archer | 05 | Edwards | 69 | Kerr | 133 | Refugio | 196 |
| Armstrong | 06 | Ellis | 70 | Kimble | 134 | Roberts | 197 |
| Atascosa | 07 | El Paso | 71 | King | 135 | Robertson | 198 |
| Austin | 08 | Erath | 72 | Kinney | 136 | Rockwall | 199 |
| Bailey | 09 | Falls | 73 | Kieberg | 137 | Runnels | 200 |
| Bandera | 10 | Fannin | 74 | Knox | 138 | Rusk | 201 |
| Bastrop | 11 | Fayette | 75 | Lamar | 139 | Sabine | 202 |
| Baylor | 12 | Fisher | 76 | Lamb | 140 | San Augustine | 203 |
| Bee | 13 | Floyd | 77 | Lampasas | 141 | San Jacinto | 204 |
| Bell | 14 | Foard | 78 | La Salle | 142 | San Patricio | 205 |
| Bexar | 15 | Ford Bend | 79 | Lavaca | 143 | San Saba | 206 |
| Blanco | 16 | Franklin | 80 | Lee | 144 | Schleicher | 207 |
| Borden | 17 | Freeston | 81 | Leon | 145 | Scurry | 208 |
| Bosque | 18 | Frio | 82 | Liberty | 146 | Shackelford | 209 |
| Bowie | 19 | Gaines | 83 | Limestone | 147 | Shelby | 210 |
| Brazoria | 20 | Galveston | 84 | Lipscomb | 148 | Sherman | 211 |
| Brazos | 21 | Garza | 85 | Live Oak | 149 | Smith | 212 |
| Brewster | 22 | Gillespie | 86 | Llano | 150 | Somervell | 213 |
| Briscoe | 23 | Glasscock | 87 | Loving | 151 | Starr | 214 |
| Brooks | 24 | Goliad | 88 | Lubbock | 152 | Stephens | 215 |
| Brown | 25 | Gonzales | 89 | Lynn | 153 | Sterling | 216 |
| Burleson | 26 | Gray | 90 | McCulloch | 154 | Stonewall | 217 |
| Burnet | 27 | Grayson | 91 | McLennan | 155 | Sulton | 218 |
| Calhoun | 28 | Gregg | 92 | McMullan | 156 | Swisher | 219 |
| Callahan | 29 | Grimes | 93 | Madison | 157 | Tarrant | 220 |
| Cameron | 30 | Guadalupe | 94 | Marion | 158 | Taylor | 221 |
| Camp | 31 | Hale | 95 | Martin | 159 | Terrell | 222 |
| Carson | 32 | Hall | 96 | Mason | 160 | Terry | 223 |
| Cass | 33 | Hamilton | 97 | Matagorda | 161 | Throckmorton | 224 |
| Castro | 34 | Hansford | 98 | Maverick | 162 | Titus | 225 |
| Chambers | 35 | Hardeman | 99 | Medina | 163 | Tom Green | 226 |
| Cherokee | 36 | Hardin | 100 | Menard | 164 | Travis | 227 |
| Childress | 37 | Harris | 101 | Midland | 165 | Trinity | 228 |
| Clay | 38 | Harrison | 102 | Milam | 166 | Tyler | 229 |
| Cochran | 39 | Hartley | 103 | Mills | 167 | Upshur | 230 |
| Coke | 40 | Haskell | 104 | Mitchell | 168 | Upton | 231 |
| Coleman | 41 | Hays | 105 | Montague | 169 | Uvalde | 232 |
| Collin | 42 | Hemphill | 106 | Montgomery | 170 | Val Verde | 233 |
| Collingsworth | 43 | Henderson | 107 | Moore | 171 | Van Zandt | 234 |
| Colorado | 44 | Hidalgo | 108 | Morris | 172 | Victoria | 235 |
| Comal | 45 | Hill | 109 | Motley | 173 | Walker | 236 |
| Comanche | 46 | Hockley | 110 | Nacogdoches | 174 | Waller | 237 |
| Concho | 47 | Hood | 111 | Navarro | 175 | Ward | 238 |
| Cooke | 48 | Hopkins | 112 | Newton | 176 | Washington | 239 |
| Coryell | 49 | Houston | 113 | Nolan | 177 | Webb | 240 |
| Cottle | 50 | Howard | 114 | Nueces | 178 | Wharton | 241 |
| Crane | 51 | Hudspeth | 115 | Ochiltree | 179 | Wheeler | 242 |
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